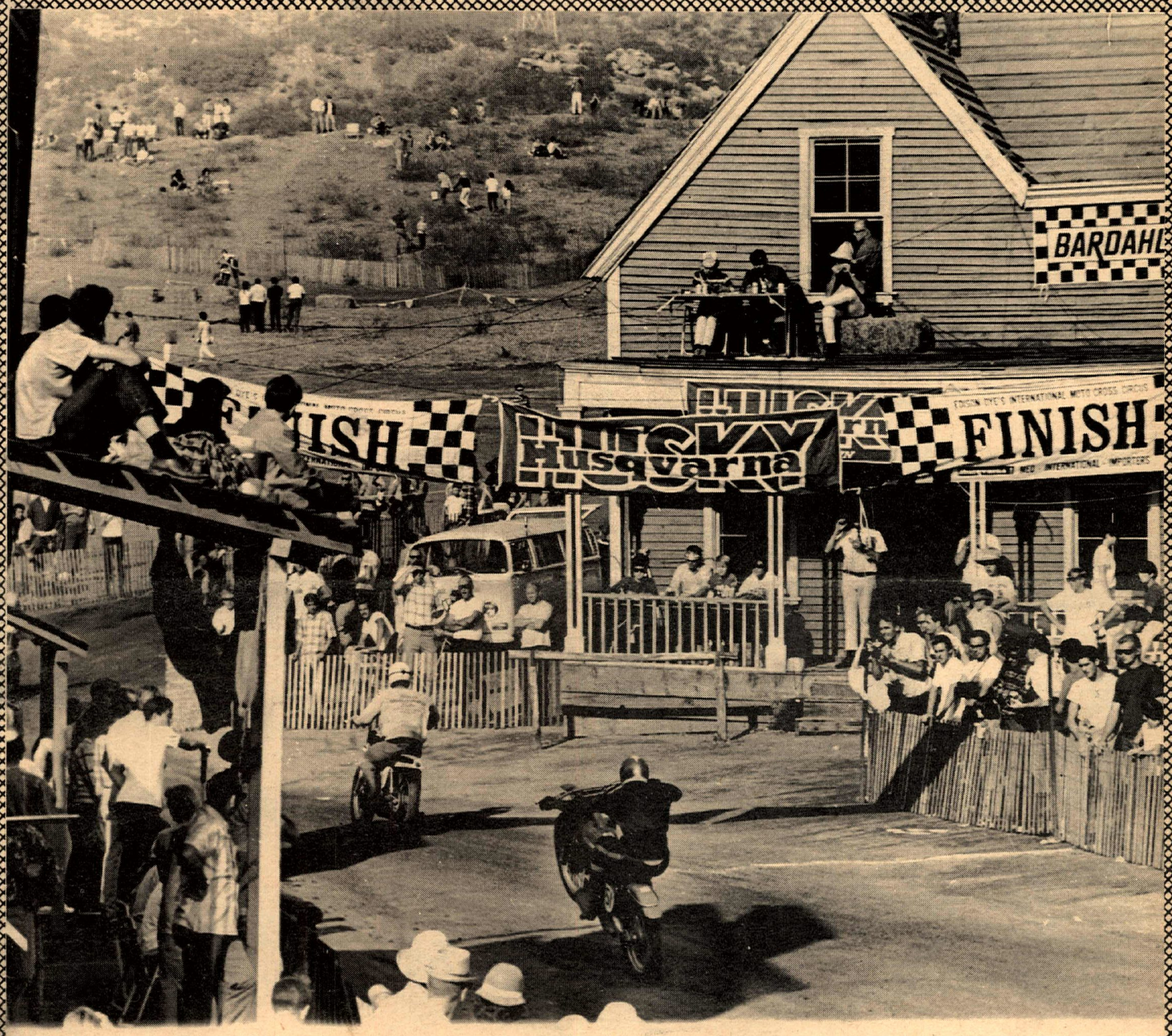
THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER VOLUME V NUMBER 46 December 12, 1968

CYCLE NEWS

L.A. International Moto-Cross WEST 25¢



The Los Angeles International Moto-Cross held at Westlake Village, California on November 16 and 17 supplied the ideal setting with its old western movie-set town. Montesa mounted Bill Dekking is shown above winning the 500cc Jr. class while doing a wheelie down the main street of town. – Photo by Tom Culp

NEWSPAPER

CYCLE NEWS
5477 North Long Beach Boulevard
Long Beach, California 90805

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

Nov. 22: 100cc 50 lap Championship race, 250cc heats.

Nov. 29: 250cc 50 lap Championship race, 100cc heats.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pier[illegible] [illegible]t San Fernando Rd., Pa[illegible] [illegible]aces 8 p.m., $2.50 [illegible] under 12, free un[illegible] [illegible]arking. For info contact Cr[illegible] Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.

FINISHED FOR SEASON

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Children under 12 free. Info: (213) 424-0961.

SHORT TRACK & TT at Orange County Speedway. Sportsman only Starts 2 p.m. 125 & 250cc classes.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 11 a.m. Info: (714) 247-7473 evens.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point. Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Pac. 8 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

SAT., NOV. 16, 23, 30 & DEC. 7th

INDOOR SHORT TRACK RACES by Bob Barkhimer Assoc., Inc. AMA sanc. County Fair Expo Building, 344 Tully Road, San Jose. Pit gate 6 p.m., trials or warm-ups 7 p.m., races start 8:30 p.m.

SATURDAY, NOVEMBER 23rd

NATIONAL CYCLE DRAGS at the Lions Drag Strip, 223rd & Alameda in Wilmington, Cal. $1000 purse. Gates open 1 p.m., children under 12 free. Info: (213) 424-0961.

SAT. & SUN., NOV. 23 & 24th

CATTLE CALL RUN by Mary's Men M.C., AMA sanc., SDRRA pt. run. Start finish at Cattle Call Arena, Brawley, Cal. 8 a.m. For info, Mary's Men M.C., 4588 50th, San Diego, Cal. 92115.

INTER-AMERICAN MOTO-CROSS SERIES at De Lavega Park, Santa Cruz, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

SUNDAY, NOVEMBER 24th

MOTO-CROSS by Hi Boots M.C. at Dehesa Track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

TT SCRAMBLES by the Experts M/C at the South Bay Speedway, S.E. of San Diego, Cal. Class 'C' tires. Info: (714) 479-3209.

MOTO-CROSS RACES by the Bushmasters at 10 a.m. in Lamb Canyon, two miles south of Beaumont on Beaumont Ave. Info: (714) 849-8264 after 5 p.m.

TT SCRAMBLES by the Silver Queens M/C of Las Vegas. Prac. 10 a.m., race 11 a.m. All classes, including Powder Puff. Mountain Pass Track at Interstate 15, Mountain Pass, Cal. AMA sanc. Info: (702) 870-5644.

27-MILE PONDEROSA HARE SCRAMBLES by the Greyhound M.C. at Ponderosa Ranch, Cal. Info: (213) 367-2907.

TT SCRAMBLES by the Perris Valley M.C. at the Perris Motorcycle Center, 1-1/2 miles SW of Perris off Hwy 74. Ltwts 9 a.m., hvywts at noon. AMA sanc.

2nd ANNUAL 75-MILE CROSS COUNTRY by the Family Fun Wheelers M.C. of Yakima, Wash. Follow red arrows from Zillah north on the Cheyne Road. Same locale as last year on Hwy 410. Smoke bomb 10 a.m. Info: Pomeroy's Cycle Shop, Yakima. GL 2-2188.

13th ANNUAL TURKEY MUD SCRAMBLES by Oregon Sidewinders M.C., 100-175-250-Open classes, at Sidewinders track on SE Lawnfield Rd., Clackamas, Ore. near Portland. Info write Rt. 3, Box 290-C, Oregon City, Ore. 97045.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal., sign-up closes 11:30 a.m., race at noon.

CALIFORNIA INTERNATIONAL GRAND PRIX (formerly P.I.G.P.) by FIM/AFM at Orange Co. Int'l Raceway. Info: P.O. Box 213, No. Hollywood, Cal. 91603 or call (213) 762-9875. **SEE AD THIS ISSUE**

MOTO-CROSS at Deadman's Point, Apple Valley, Cal. by the Desert Challengers. Prac. 8:30 a.m., first race 11 a.m. Info: (213) 845-6448.

ENGLISH TRIALS by the Southern California Trials Assoc., limed from 77th St. and Pearblossom in Littlerock, Cal. Sign-up at 8:30 a.m., trials start 9 a.m. Info: (213) 865-3991.

BUSHMASTERS MOTO-CROSS. Take Interstate 10 to Beaumont Ave. Offramp, Beaumont, Cal. Follow lime two miles south. 0 to 100cc 10 a.m., 101 to 250cc 10:30 a.m., 251 & Open 11:00 a.m.

TUESDAY, NOVEMBER 26th

ART SHOW by Billy Al Bengston, motorcycle and art champion. At the L.A. County Art Museum on Wilshire Blvd. in Los Angles. Continuous bike movies.

SAN DIEGO INTERNATIONAL MOTO-CROSS at Carlsbad Raceway. Practice 9 a.m., races at noon. Sunday, International races at 10 a.m. Palomar Airport Road, seven miles east of Hwy 101. Info: (714) 460-4289.

WEDNESDAY, NOVEMBER 27th

TROPHY PRESENTATION by the Antelope Ramblers and the Checkers at 13506 Sherman Way in Van Nuys, Cal. at 8 p.m. for the Antelope Ramblers Hare & Hounds and the Check Chase.

SATURDAY, NOVEMBER 30th

2nd ANNUAL BARSTOW TO LAS VEGAS PACIFIC SOUTHWEST CHAMPIONSHIP HARE & HOUND by San Gabriel Valley M.C. Dist. 37 pts., 185 mi. desert terrain. Limed from Minneola Rd. offramp approx. 12 mi. no. of Barstow, Cal. on Vegas Fwy. For info contact SGVMC, P.O. Box 813, El Monte, Cal. 91734.

SAT., NOV. 30 & SUN., DEC. 1st

INTER-AMERICAN MOTO-CROSS SERIES at Carlsbad Raceway, Carlsbad, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

SUNDAY, DECEMBER 1st

SCRAMBLES by Feather River M.C. at Triple M Speedway, Marysville, Cal., starts 1 p.m.

HARE SCRAMBLES by the Marin County M.C. at China Camp, Cal. Limed from Marin County Civic Center, San Pedro Rd., Turn-off 101, just north of San Rafael. Sign-up 9-11, race noon. $3 ride, $1 watch. Info: Jim Howland (415) 897-5901.

MOTO-CROSS BY Ridge Runners M.C. at De Lavega Park, Santa Cruz, Cal., limed from Hwy 1 & Morrissey Blvd., prac. 9-10:30 a.m., race 11 a.m., for info call (408) 426-4161.

IRON HORSE ENDURO by Bay City M.C. at Lucerne, Cal. For info, Bay City M.C. c/o Ralph's Motorcycles, 1105 Solano Ave., Napa, Cal. 94558.

TT SCRAMBLES at the Adelanto Track on Hwy 395, Adelanto, Cal. Sign-up closes 11 a.m. for all classes. 500cc 20-lap main event. Info: (213) 927-3860.

TOYS FOR TOTS POKER RUN– Admission, one toy. Starts 8 a.m. at Eagles Lodge, 4684 S. Saviers Rd., Oxnard, Cal. U.S. Marine Corps charity. Spons. by Oxnard M.C.

EUROPEAN SCRAMBLES by the Desert Challengers at Deadman's Point, Apple Valley, Cal. Three 1-hr. races. Info: (213) 845-6448.

3rd ANNUAL HARE SCRAMBLES, by the Cycliens of Bakersfield. Limed from Bakersfield Speedway. AMA sanc., race at noon. Info: Wendyl Aragon (805) 831-2121.

HARE SCRAMBLES by the Marin County MC at China Camp. Limed on Hwy 101 at San Pedro Road just north of San Rafael. AMA sanc., sign-up 9-11 a.m., race at noon. Info: George Schaffer.

FIRST ANNUAL HUNTINGTON-HUNDRED 250cc to open, 100-lap main event. Prac. 9 to 10:30 a.m., elimination, 11 a.m. to 1 p.m., main event 1:00. By the Huntington Beach M/C at Huntington Beach Cycle Park. TV set for first.

SATURDAY, DECEMBER 7th

SCMA Christmas Party & installation of officers. 8 p.m., Hawaiian Gardens, Lions Hall, Anaheim. $5 per couple, $2.50 single, no minors.

SUNDAY, DECEMBER 8th, 1968

TT SCRAMBLES by Hi Boots M.C. at Dehesa track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

SCRAMBLES by Blue Barons M.C. at clubgrounds in Tacoma, Wash., AMA sanc. Info from club, 1606 S. Madison, Tacoma, Wash. 98405 or (206) SK 2-7524

INTER-AMERICAN MOTO-CROSS SERIES at Saddleback Park, Irvine, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289. **SEE AD THIS ISSUE**

SOUTHERN NEVADA TT CHAMPIONSHIP by Vegas Valley M.C., Las Vegas, Nev. For info contact Tom's Cycle Center, 1030 S. Main, Las Vegas, Nev. (702) 382-6600.

3rd ANNUAL SNOW RUN HARD SCRAMBLES by the Nevada Trailblazers M/C at Reno, Nevada. Follow the lime from Hwys 40 & 395. Sign-up at 8 a.m., start 10 a.m. Info: 322-6323 Reno, or write Box 6075 Reno, Nev. 89503.

THURSDAY, DECEMBER 12th

SOCK IT TO ME. Race for space. (213) 423-0431. Tom (9-5 daily) SEE AD THIS ISSUE.

FRIDAY, DEC. 13, 27, FEB. 7, 14th

INDOOR MOTORCYCLE SHORT TRACK by Bob Barkhimer Assoc. Inc. at the Cow Palace, San Francisco, Cal. Pit gate 6 p.m., trials or warm-ups, 7 p.m., races start 8:30 p.m.

THIS CHRISTMAS GIVE CYCLE NEWS

GIFT SUBSCRIPTIONS TO YOUR FRIENDS & FAMILY.

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SUNDAY, DECEMBER 15th

INTER-AMERICAN MOTO-CROSS SERIES at Guadalajara, Mexico. For info & entries contact International Moto-Cross 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.

MOTO-CROSS, by Placerville M.C. – Limed on Hwy #50 4 mi. west of Placerville, Cal. AMA sanc. Mail entry til Dec. 1, $2.50, P.O. Box 311, Placerville, Calif. 95667. Post $3.50, for info call 622-0549.

CALIFORNIA STATE CHAMPIONSHIP MOTO-CROSS at Carlsbad. Mail entry $5, post $10. Entries close Dec. 10. P.O. Box 124 Reseda, Cal. 91335. Info: (213) 886-3116.

ACA FINAL NATIONAL PTS. ROAD RACE at Riverside National Raceway. All classes G.P. Production & Sidehacks. Prac. 9 a.m., race 11:30 a.m. Pit gates open 8 a.m., close 10 a.m.

SUNDAY, DECEMBER 22nd

ROAD RACE at Carlsbad raceway. All licenses O.K. All classes. Info: Box 124, Reseda, Cal. 91335 or call (213) 886-3116.

So.Cal. Road Riders Work Out 1969 Calendar

By Robert O. Fee

Sixteen of a possible 17 member clubs of the Southern California Road Riders Committee met Monday, November 4th to draw up the 1969 guide to fun on two wheels – the Official Road Rider's Committee Sports Calendar.

Five clubs tied for the first choice in the lineup with the maximum 46 points possible. When this happens, the constitution allows first choice to the club which has sponsored the event over the most years. The Ace of Clubs with a 14-year history for the Hi-Sierra Tour nabbed the first choice. Then the Lucky Wheels, Toppers, Overlanders, and Knights Motorcycle Clubs, all tied for first.

When the bidding was complete, however, the Toppers had the first run of the new year and the year's activities fell into a regular pattern through October.

1969 RRC CALENDAR

January 5 Topper's 3rd Annual Poker Run
January 19 Never Readies 2nd Annual Poker Run
January 25 RRC Trophy and Installation Dance
February 2 Majestic's Royal Run
February 15-16 Motor Maid's 6th Annual Colorado River Run
March 2 Topper's Annual Poker Run
March 16 Hi-Way Kings Poker Run
March 29-30 Norwalk Centaurs 8th Annual Yuma Prison Run
April 12 Channel Rider's Easter Egg Hunt
April 26-27 RRC City of Hope Benefit Spring Tour
May 10-11 Lucky Wheels 7th Annual Las Vegas Tour
May 25 Overlander's 2nd Annual Poker Run
June 7-8 Ace of Club's 14th Annual Hi-Sierra Tour
June 21-22 Silver Eagles Silver Cup Run
July 6 Knight's Poker Run
July 19-20 Topper's 6th Annual Big Bear Tour
August 2-3 Jasper's Overnite Tour
August 17 Rebel Rouser's 3rd Mystery Tour
Labor Day Weekend: RRC Pine Cone Tour
September 13-14 California Eagles 2nd Annual McFarland Run
September 28 Hi-Way Kings 9th Annual Boys Home Benefit
October 12 Silver Eagle's 3rd Annual Poker Run
October 23-26 Majestics Hawaiian Tour

Only one small hassle developed to mar the amiable selection of the calendar dates. Hal Brown, formerly of the California Eagles, challenged the Eagles' right to membership in the RRC. The Eagles immediately counter-challenged Brown's right to even be in the room.

It turned out that Brown was not entitled to a voice, regardless of the validity of his point. This settled the question as none of the remaining 15 clubs wanted to pursue it.

DEC. 12

See page 17

ROAD RIDE RAISES PARTY $$$

John Lessing wasn't the only one to miss the ball toss. Incidentally, ball would fit in can.

Story & Photos by Rob Robbins

LAKEWOOD, Cal., Nov. 10 – Sunday dawned on 151 riders headed for Paul's H-D and the start of the SCMA's Fund Raising Ride. The funds raised are to go towards the Christmas party and installation of officers on Dec. 7.

The route led North from Bellflower to Whittier and La Puente over the mixedup Workman Mill Road. The South to La Habra over Fullerton Road. Our maps were marked "Lots of curves" at this point, another beautiful bike road. A zig-zag course then led to Lakewood and Bloomfield Park for the finish. It was a short but enjoyable ride.

Bloomfield Park was the original meeting place of the SCMA. Today, the covered patio was the serving area for the tasty dinner included in the $2 entry fee.

Besides the poker hands drawn at the finish, a hand was taken from the license plates in the parking lot. William Ross won with four deuces.

Bakersfield Club Largest

The Red Tops were again present in force to take the largest club trophy, and one of their members, Frank Neal, took the hard-luck trophy. This award may soon be discontinued at SCMA sanctioned runs and tours.

Marion Stoddard donated one of his hand tooled leather billfolds for auction. Dusty Williams followed suit with a studded belt that brought $9.50 from one of the Valleymen.

(Results on page 16)

HANGTOWN MOTO-CROSS
Placerville, Cal.
JAN. 11 & 12, 1968
By: Dirt Diggers No. M.C.

O.C.I.R. Inc. presents
1st ANNUAL
AFM
FIM sanctioned
CALIFORNIA INTERNATIONAL GRAND PRIX ROAD RACE
formerly P.I.G.P.

SUNDAY NOVEMBER 24

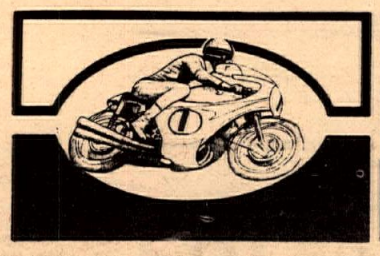
See the West's best (and we think the U.S's best) fight the challenge of stars from – Southwest – East – Canada – Scotland – England!

THE CAST: (us) versus (them)

You've seen International stars in Moto-Cross – Speedway – Trials – Now see the Road Racers!

THESE ADDITIONAL STAR RIDERS WILL APPEAR
George Kerker – Norton
68 AFM Open Class Champion
Joe Hamilton – Yamaha
Last months 250 winner at O.C.I.R.
Steve McLaughlin – Yamaha
Tony Murphy – Norton & Yamaha
Dave Burchards – Yamaha
Lee Paterson – H-D
PLUS – 12 of the countries best sidecars
Dave Simmonds – Works Kawasaki – England, works rider in 250 & 350 factory bikes from England fresh from a big national win in England at Brand Hatch a top British short circuit rider.
Tim Coopey – Yamaha – Canada, riding both 250 & 350. A former Englishman and present Western Canadian Champion, Coopey will ride a seldom seen Yamaha works RD-56 in the 250 as well as a 350 Daytona Yamaha.
Tony Godfrey – England, former Grand Prix rider.
Rusty Bradley the "Texas Terror" on Triumph
Doug Libby DETROIT
Bill Canfield ALBUQUERQUE
Dave Scott Former Champion of SCOTLAND
Mike Duff CANADA

Full family facilities at



ORANGE COUNTY INTERNATIONAL RACEWAY

DIRECTIONS TO TRACK:
Take Santa Ana Freeway to Sand Canyon turnoff. Follow signs to Orange County International Raceway.

Entertainment and Information from America's Biggest Undiscovered Motor Sport

"America's Weekly Motorcycle Newspaper"

CYCLE NEWS

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VOICES OF THE WEST

THE TRUTH ABOUT WADE'S "SUSPENSION"

Bryan Wade came 6,000 miles to ride in five race meetings here in California after original agreements were broken for him to ride four Eastern events.

In Wade's exhibition at Hopetown, he had to start in back of all the riders. He sped his way to the first of the pack in the 250cc expert race. On Sunday, Wade was comfortably ahead of the pack when a water splash drowned his engine. But he put on a real good show.

Wade's entries in the ensuing four races, having been approved by British Auto-Cycle Union, were to be Westlake, Santa Cruz, Carlsbad and Saddleback. However, at Westlake on Saturday, November 16th, in the presence of witnesses, the MICUS representative informed him of the A.C.U. suspension of Bryan Wade's International License, therefore he was not able to ride on Saturday.

After making a telephone call to England regarding this suspension, Wade received a telegram the following day.

Wade requested, on Sunday, permission to ride the race at Westlake but again was refused. But the MICUS representative stated if the A.C.U. had not suspended Wade, that he could ride.

After receiving the MICUS rep's signed statement of refusal, Bryan presented the telegram from the A.C.U. stating there was NO BAN on his racing at Westlake and the next three events. So, Bryan rode Sunday's race.

Why did this happen?

Why was Bryan told he was on suspension by the A.C.U. when he really wasn't?

NICK NICHOLSON
North Hollywood, Calif.

P.S. Bryan Wade apologizes to the people who came and paid to see him race.
P.P.S. The MICUS rep made the statement, "Would I lie to you Nick?"...Well??

ED NOTE: Looks like the Cycle News "Flying Fickle Finger of Fate" award is a tie this year. To the AMA, which suspended Dick Mann for riding an International Moto-Cross, and to MICUS rep. Wes Cooley, who suspended Bryan Wade for NOT riding one!

CONTRA DAHMS

If I wanted to read comments derogatory to our law enforcement officers, (and they have a thankless job) I'd pick up a copy of "The Daily Worker" or the official Black Panther newspaper. I'm referring to Barbara Adams Dahms, "A Question of Law and Order." My friends and I question her authority to use the Legislative Notebook as a sounding board for her personal beliefs. Why not keep "Cycle News" just that, cycle news! Legislative reporting is fine if it pertains to the vital interests of cyclists.

I would like to reply to one of Miss Adams remarks. She closes with, "Law, order, liberty. Without the third, the first two are meaningless."

I say, without the first two, the third is meaningless.

MRS. JOHN HONEYCUTT
Torrance, Calif.

VAMS, NOT YAMS

Please do not call our Vampires Yamahas. In your last paper on the result page you listed the first three places in the 50cc G.P. as Yam. I know it was an error and should have been Vam but the people who did not see the race do not know it was an error.

In fact, Vampires took the first four places at Orange County, and the first five places at the Willow Springs event.

SID CHAMBERS
Long Beach, Cal.

COOLEY'S COLUMN

By Wes Cooley

The views expressed in this column are those of the columnist and are not necessarily the opinions of this newspaper.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's column.
—The Publishers.

WORLD MOTORCYCLE CONGRESS

I was very fortunate to have the opportunity to attend the 1968 FIM International Congress held in Madrid, Spain the week of November 2nd through the 9th. It was quite interesting to meet the motorcycle dignataries from 35 nations of the world and see what problems they were facing in international competition.

It gives me a better understanding and insight into the problems we face as human beings as well as in the motorcycling sport. Naturally, there is a tremendous barrier due to the language differences and most countries must provide interpreters in order to understand the meetings.

All meetings are officially taped and transcribed in English and French. Most conferences, however, were translated into four languages, English, French, German and Spanish. You can imagine the complexity of attending meetings of this type, where you must wear a translator ear set continually in order to know what is being discussed.

U.S. Not Represented

Because in the past the Motorcycle International Committee of the U.S. (MICUS) has not attended these meetings, the United States is not represented on any of the committees, and in this particular association, the committees make the rules and regulations and present them to the general assembly for approval or disapproval. However, I was fortunate to be able to sit in on some of the closed committee meetings to get a better understanding of how the Federation Internationale de Motorcyclistes functions.

The only drastic rule change made was a limitation of the 50cc international road race class to one cylinder, six-speed machines which must weigh 60 kilograms, approximately 132 lbs.

Quite a bit of discussion occurred on the possiblity of limiting the 125cc and 250cc classes to two cylinder, multiple-speed transmissions and minimum machine weight, but this was in the talking stage only.

Manufacturers Pulling Out

The feeling of the FIM general membership is that some type of restriction on the machines must be made in order to stimulate the interest of the privateer in international competition, since it is apparent now that the tremendous backing of the manufacturers is disappearing. Honda has discontinued international competition and now in 1969 Yamaha will be pulling out. Some of the smaller factories have found it impossible with their budgets to build extremely exotic machinery, but they are willing to spend some engineering time and money to improve their standard models, which would greatly help the privateer.

Motorcycling In The Olympics

Also, a decision was made that in 1969 in international competition, the moto-cross riders will be required to ride 40 minutes per moto. A great deal of discussion was held concerning the possibility of adding motorcycling competition to the 1972 world Olympics. There has been a committee working on this for several years. The first event they are trying to get the Olympic committee to accept is moto-cross. No decision has been made by the Olympic Committee, but it is under discussion and many of the people in the FIM feel there is a good possibility there will be a moto-cross event in 1972.

U.S. Moto-Cross Classic In 1970?

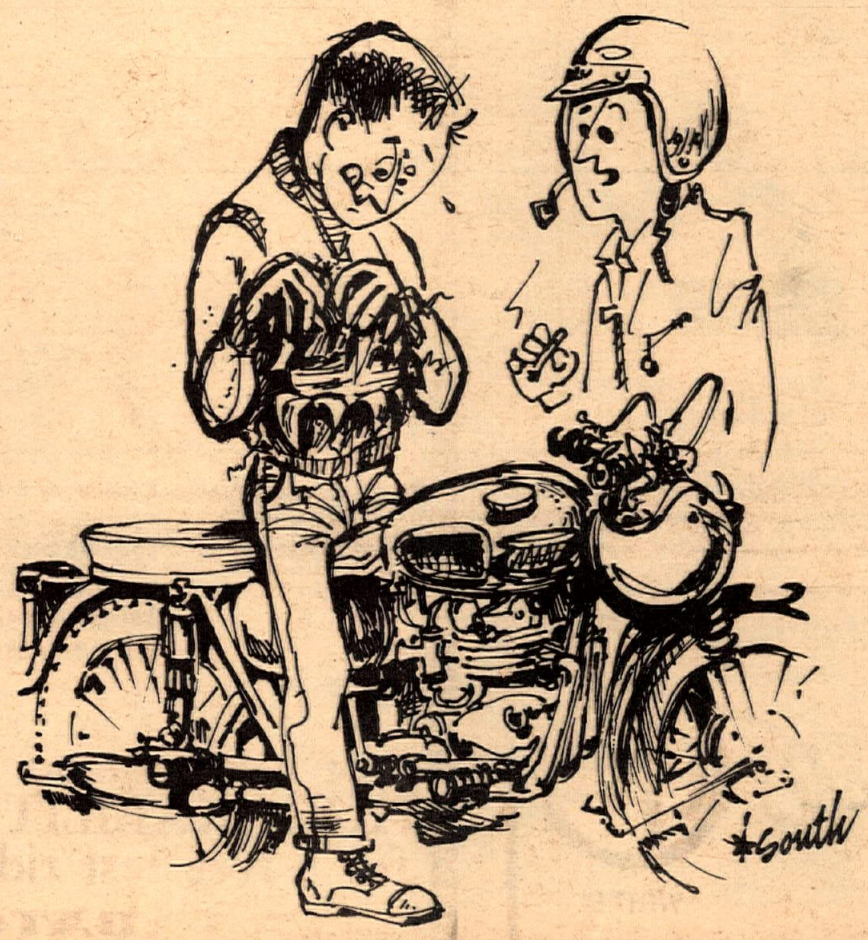
I found it very important from the standpoint of information provided by the other FIM members. From time to time in the next few weeks, I will add comments to my column concerning this meeting. We're still waiting for additional copies of the minutes, and as that information becomes available, I will pass it on to you. In closing, MICUS has requested through the FIM that we be granted two world's championship events in 1970 – 250cc and 500cc classes in moto-cross. Our application has been placed and this must now be approved at the Congress in spring of 1969. You must apply one year in advance for a world's classic event.

Cal Law Change Affects Packing Double

Packing double will be a little easier for California motorcycle enthusiasts with the new law changes that went into effect recently.

Thanks to the efforts of United Motorcycle Enthusiasts of California, the old regulation requiring handgrips on the machine for passengers has been dropped. From now on the passenger may hold onto the rider.

Sidesaddle riding is illegal, however. The passenger must have both feet on footrests installed for that purpose, and may not take his or her feet off the pegs without risking a ticket.



"I see your girlfriend is still nervous about packing double!"

Legislative Notebook

By Barbara Dahms

California Legislature Changes

While the recent election brought comparatively few changes in California, there were enough to switch a legislature that has been in the hands of the Democrat for quite some time to the Republicans.

In the last session the total Senate vote was tied between the parties, the tie-breaking vote (when needed) going to the Republican Lieutenant Governor. The Assembly was Democrat-favored by a slight margin. It is now Republican by two votes.

The practical result of this switch will be a considerable reorganization of the Assembly. Speaker Jesse Unruh will relinquish his post to a Republican, probably Robert Monagan from Tracy. A shift in committee assignments and chairmanships will also follow.

It seems likely that a dramatic shake-up will not occur, both because of the delicate balance and because Assemblyman Monagan is a moderate.

However, one committee important to motorcycle people, the Assembly Committee on Transportation, is now chaired by John F. Foran, a Democrat. There is some likelihood that this will change. Robert Crown, Democratic Chairman of Assembly Ways and Means could also be caught in the shift.

Exciting Changes

A change to a Republican speaker pro tem in the Senate might also mean a shake-up of committee chairmanships. One change that would be most regrettable for us would be in Senate Finance, now chaired by George Miller, Jr., a Democrat. Senator Collier, chairman of Senate Transportation is also a Democrat.

Each session of the Legislature is a new beginning, both for the things we hope to accomplish and for what we want to prevent. This coming year, more than ever, the challenge to the United Motorcycle Enthusiasts of California will be real and exciting.

Cycle News Ogles Industry

Trade Association and Hard Times

By Chuck Clayton

Last week it was my privilege to sit in on a meeting of the Motorcycle, Scooter & Allied Trades Association. Cycle enthusiasts may not know that this national trade public relations, lobbying and deliberating organization does exist. Its annual budget would about pay the overhead of a small dealer's store.

Brother Can You Spare $60?

In recent years that have seen enormous growth of the motorcycle market, the association's membership has declined to the point where this year it had to solicit dealer members for a pitiful $60 annual dues.

It is significant that 267 motorcycle dealers across the United State joined up, knowing that they would not have any sayso in the association, but just to help it along. Clearly America needs a powerful voice in the behalf of good motorcycling. All we have now is the skeletal foundation of the MS&ATA.

Part of the blame for this sorry state of affairs rest with the association itself for not being more positive and aggressive in its programs. But it's very hard to be when you know the cupboard is bare. Faced with its own poverty in this time of plenty, the association manages to take care of essential business and that's about all.

Keeping the Pilot Lit

The meeting, I found out, was convened to discuss the current operating budget of the association. Bad news. At first the only person who seemed to be enjoying the subject was Earl Miller, boss of the eastern Triumph operation. As the projected accruals and deficits unreeled I sensed that Miller, a noted accountant, was excited by the challenge of this poverty-stricken organization and confident that his actuarial genius would somehow budget it through another year. Together, he and Mike Bondy (BMW importer) dissected the costs.

Walter Davidson looked glum. As the only successful American manufacturer, his company had financed the association almost singlehandedly through the lean pre-honda years. He would probably pick up the budgetary tab for another 20 years if it meant keeping the pilot lit under the association.

There were three new faces around the executive committee table: Pete Colman, boss of Johnson Motors and BSA Western, who is hitting his stride now in his third year of policymaking for the trade association, and Roxy Rockwood a former Cycle News columnist who now heads up the Yamaha Public Relations department. In addition, Ivan Wager sat in for Cycle World magazine.

Light Response, Heavy Responsibility

But nobody had any idea how enough money could be found to pay all the association's bills for past projects, or finance much-needed new ones.

After four hours of pondering and palaver, outgoing president Bill Kennedy (Duckworth Chain) adjourned, and driving home from Disneyland afterwards I tried to recall what had been accomplished.

They had established the time and place of the next meeting (February, 1969, Washington, D.C.) and decided to postpone reconsideration of the dealer-associate-member program until then (they'd optimistically figured 1,500 would have joined by now and were disappointed by what I considered a very encouraging 267). They'd directed the association's only paid employee, Paul McCrillis, to deposit the $15,000 sent in by the dealers in an interest-bearing account until they decided whether to call the program a failure and send the money back, or whatever. And McCrillis was to lobby in Washington to try and get motorcycle dealers included in the same income benefit package that the powerful automobile trade recently won for its dealers.

Self-Interest

And so our gallant trade association struggled another step along the trail to motorcycle dignity, while the mountain grew by another mile. And I wonder, as Hondas and Suzukis and Kawasakis and Ducatis swish past me in the traffic, if perhaps some twinge of self-interest might cause those brands to participate in the MS&ATA. Or will the association's tiny but effective public relations program be dropped? Or will they have to cut back on the high-school rider education groundwork McCrillis is laying with the National Education Association?

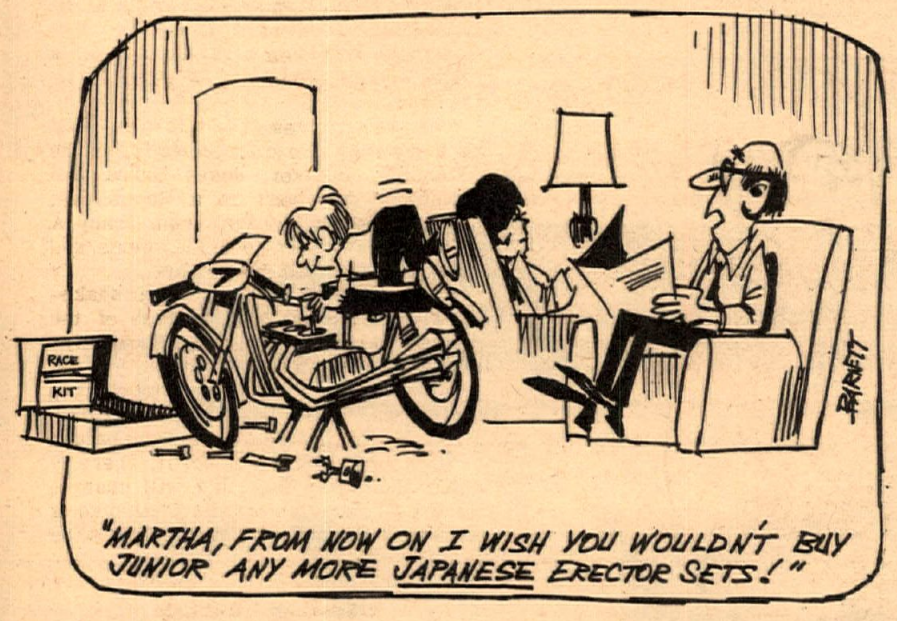
It would be easy to tell the MS&ATA what they *should* do (campaign vigorously for new members, take the lead in public relations and legislation, try to plan for motorcycling's needs before they arise, etc.) but it would be very hard to go in and rev it up singlehandedly. Without the money, energy and executive brainpower of American Honda Motor Company, American Kawasaki, Bridgestone Motors, American Safety Equipment Corporation and the rest of the blue chip U.S. motorcycle companies – without the weight of debate these different minds would bring to the deliberations – no trade association could yield less frustration than I have just described.

I doubt if any amount of money could do all that the trade association has to do for the motorcycle industry now and in future years, unless those thousands of dollars come accompanied by patient, serious articulate people, willing to work hard for the best interests of the motorcycle industry and customers.

Forgive Us Our Crudity

Prospective new members should be warned that their trade associates might take some getting used to. Some swear a lot. They'll probably tell you what they don't like about you when you first meet them. But after a while you'll find them (most of them) reasonable men.

When the great day happens that Honda *et. al.* queue up for membership applications at the MS&ATA office, this company will join too. Meanwhile, everybody who has been touched reading these hard times of the motorcycle trade association should please send a donation to the "Keep up the Good Work Fund", c/o Motorcycle, Scooter and Allied Trades Assn., Worthington, Ohio 43085. If everybody reading this sends one dollar, the 1969 budget deficit will be wiped out.



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Over 200 Cars, Less Than 20 Cyclers But Six Bikes Place In La Paz Top Ten.

Bikes Beat Cars Again in Baja

By Wayne Flemington & Pedro Porto
Photos by Larry Willitt

LA PAZ, Mexico, Nov. 5 & 6 – Anyway you look at it, motorcycles beat the cars and dune buggies to La Paz this year.

First overall of the 243 starters was the desert-trained team of 34-year-old Larry Bergquist and Gary Preston, 32, on a 325cc Honda. Second overall on a 650cc Triumph was the Al Rogers, Don Hohannan team, both 35.

Rogers and Bohannon were close to the leader all the way. However, 60 miles from La Paz engine trouble forced them to limp in on one cylinder.

Of the top ten finishers, six were motorcycle teams. Sixth was the team of Bob Ewing, 41, and Mike Konle, 23, on BSA. Seventh were James Martino, 32, and Steve Holliday, 19, on Husqvarna. A Harley finished ninth, ridden by Max Switzer, 32, a d Paul Hunt, 34. Tenth were Gail Ferrell and Jack Froelich, both 33, on a Honda.

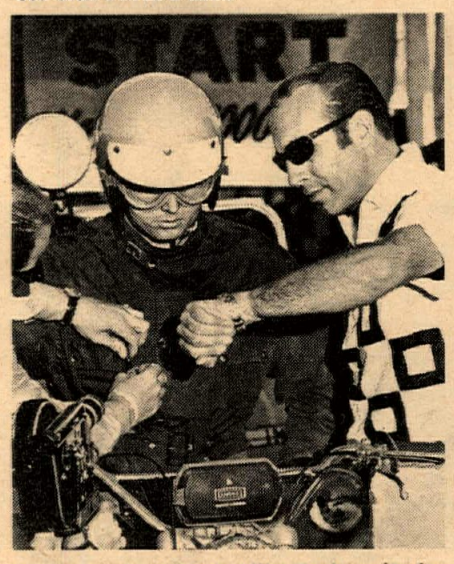
Two of these cycles, the Husqvarna and the tenth-place Honda were in the 250cc-and-under class.

About 224 cars and dune buggies started, and about 18 motorcycles. The 1967 Ensenada to La Paz record of 26 hours, eight minutes held by Vic Wilson and Ted Mangels in a Meyers Manx was broken 13 times this year. The new record of Bergquist/Preston is 20 hours, 38 minutes.

Bill Bell of Long Beach Honda, tuner of both the above-mentioned Honda teams flew over Bergquist and Preston's heads during the whole race. Bell says the race was uneventful for the winning 350cc Honda, from a mechanical point of view.

(Continued on page 8)

Overall winner Larry Bergquist leaves Ensenada with 1000 miles to go. His Long Beach Honda 350 didn't miss a beat.



On your mark, get set...Mike Konle waits for the go sign in Ensenada.

John De Soto tangled with Parnelli Jones' car and didn't finish.

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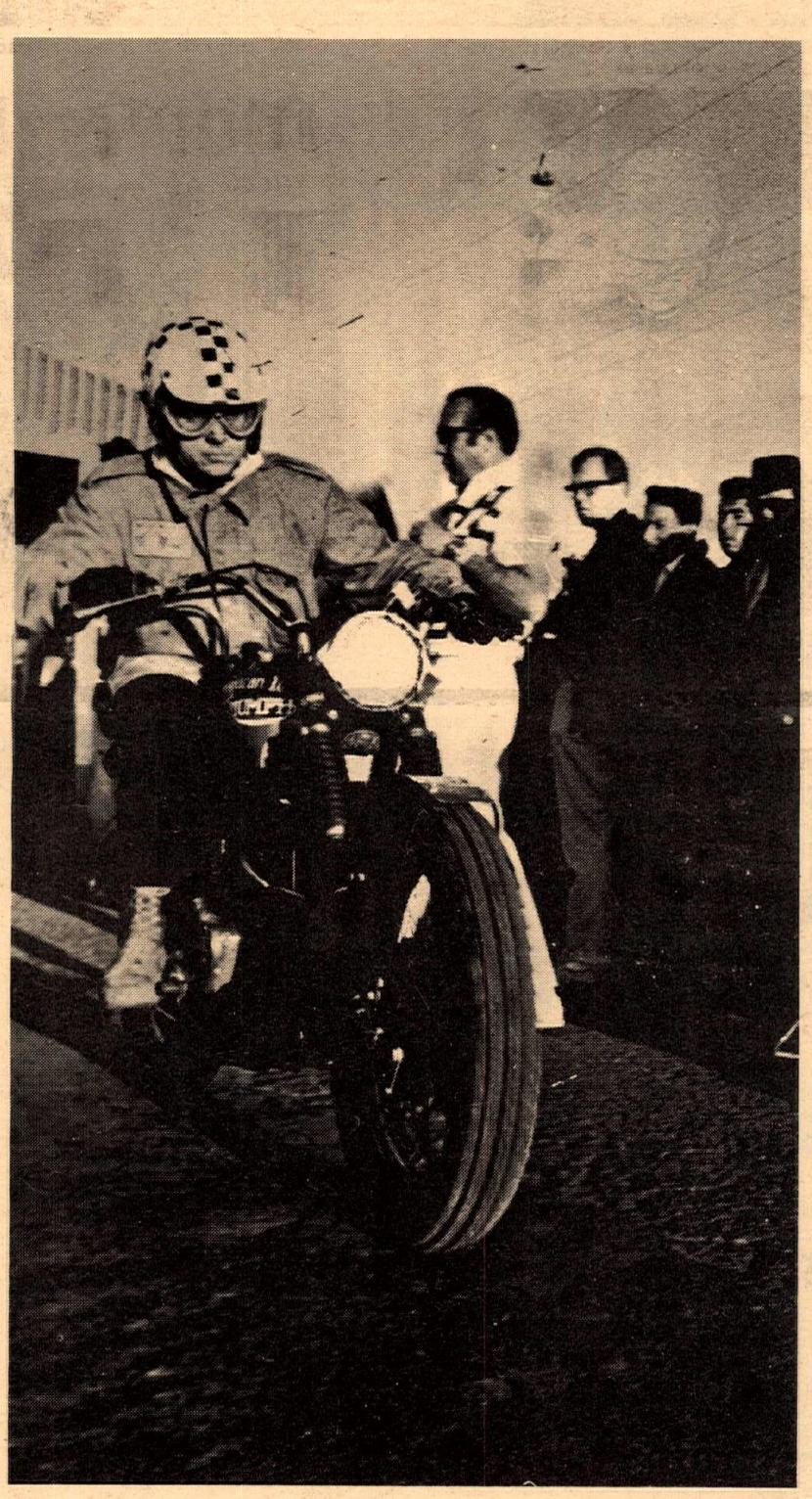

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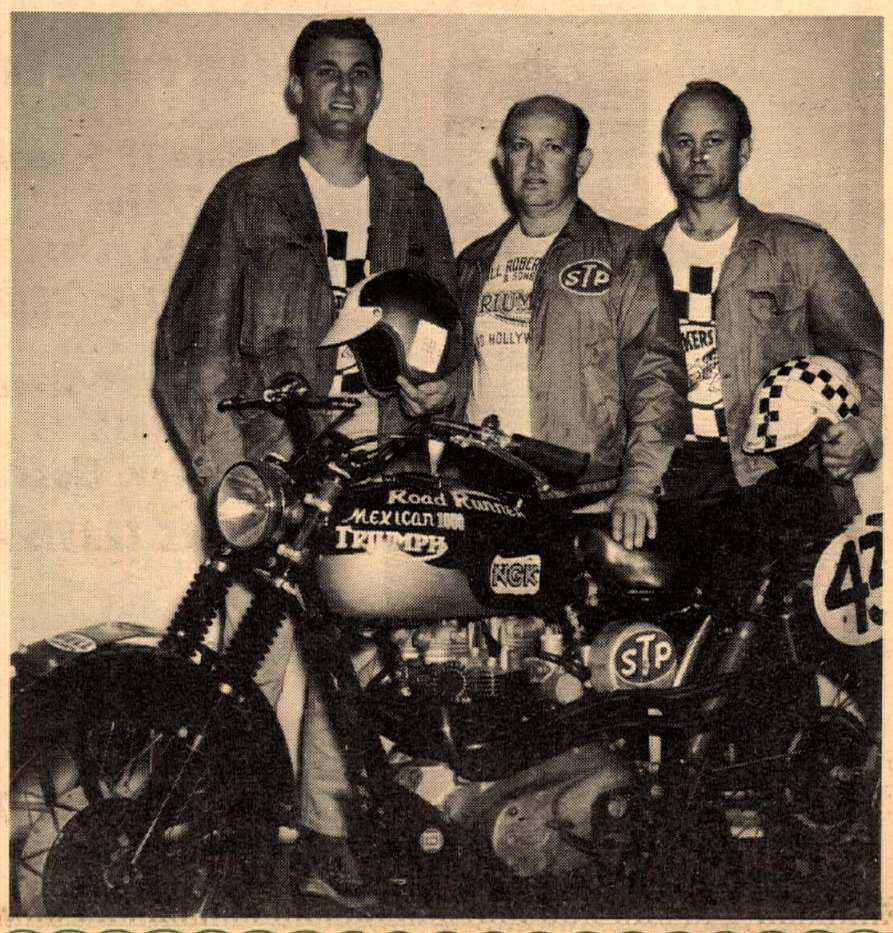

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LaPaz Race (from page 6)

It required only half a quart of oil at the halfway mark.

From the rider's seat it was more unnerving. Bergquist said the closest he came to crashing was hitting a sandwash at 75 mph and riding on his front tire for 200 yards.

Froelich on the 250cc Honda spent over two hours in Santa Ynez repairing the rear fender brace that broke under the weight of a tool box and spare chain. It got tangled in the wheel.

Both Hondas were equipped with Koni rear shocks. Bell said they were in as good shape at the end of the race as at the start.

The team drivers rode together and, although strictly speaking they weren't supposed to, switched whenever they got tired. "Maybe this started out as every four hours," Bell said, "but it turned out to every 20 minutes at the end."

Most of the motorcyclists looked in rough shape when they finished their grind, especially if they'd been riding behind a fast car for 75 miles or so.

"Some of them had to eat tons of dirt," Bell said. "They looked drugged, other than tired."

Bergquist/Preston Win

Bergquist started sixth off the line at 6:06 a.m. Tuesday. He passed everything except a Bronco and a dune buggy before reaching the dirt. Then, about six miles from the first check-point, just as he was about to pass for the lead, he ran out of gas – a miscalculation that might have been costly.

Bell was looking around for a plce to land the plane in the dangerous terrain when suddenly an old Mexican appeared in a pick-up truck. He siphoned off some gas for Bergquist and gave him a push to start. About 10 miles south of El Rosario Bergquist passed Malcolm Smith's dune buggy and Larry Minor's Bronco.

From here on he built up his lead. One of the three helicopters from the Wide World of Sport had to follow Bergquist exclusively, he was so far in front. The footage will be televised early in January.

At 3:37 p.m. he reached El Arco, the halfway mark, and handed the undamaged Honda over to Gary Preston. The pit stop was six minutes long. They lubricated the chain and added the oil.

Preston made it into La Paz at 2:44 a.m., almost a 45 mph average for the Ensenada to La Paz trip.

Next year it'll be hard to beat the Bergquist/Preston record because NORRA, the National Off Road Racing Association, is re-routing to slow down the times. This is because of the greater number of accidents in this year's fast run, especially from car drivers, as compared with 1967's more deliberate pace over rougher roads. This will benefit the motorcycles. Bell says he is almost certain a cycle will win again next year.

Protest

At least one accident was apparently caused by the rivalry between cars and motorcycles. An official protest was launched by the Montesa team after John DeSoto claimed he was run off the road by Parnelli Jones, driving for the Ford Bronco team.

One report has it that one Wide World of Sport helicopter filmed the efforts of DeSoto to pass Jones who shifted back and forth on the narrow track to prevent it. After three or four attempts to pass, DeSoto made one last effort and, having been left no room on the road, crashed hard.

He was still shaken up when he arrived in El Arco two hours later. The front peg was broken off and he'd lost the rubber pad from underneath the tank. He was soaked with gas.

His rear wheel was almost completely collapsed. Unfortunately the Kimball Motors Montesa crews had sent their spare wheel out on their plane when it was reported that DeSoto was finished. His co-rider, Ron Nelson, left El Arco on the wobbly wheel after the airplane had been contacted to make an air drop at first light.

Jones had been making good time. He had an 95 mph average to the first check. But shortly after the incident with De Soto his engine blew.

An unconfirmed report says NORRA ruled that the film couldn't be used to support the Montesa protest.

John Barnes took over another Kimball Montesa from Dick Hansen at El Arco. After passing check point six, San Ingacio, the rear tire went flat. Barnes decided to go back to his support crew at San Ignacio.

On the return trip at about five mph he crashed and broke his collar bone. Last year this team was second bike and third overall.

Fourth in the 250 class and twentieth overall was a Husky ridden by Tom Muto and Bruce Dunford. Bill Sunderland, San Francisco owner of the Husky Commando, asked them the Friday night before the race if they'd like to ride.

They agreed, and got the completely stock machine Sunday morning. Redondo Beach Husqvarna dealer Ralph Brittain put his shop at their disposal and the bike was prepared by noon.

But during the 832-mile run they sprang a leak in the air box, causing some plug fouling and a delay of over two hours.

Mary McGee became the first women to finish in the money when she picked up fourth in production utility vehicles with a Datsun pick-up truck, helped by co-driver John Timanus. Mrs. McGee races moto-cross in the 250 Junior class on a Husqvarna. Because of her motorcycle background she didn't get as tired as the rest of the car drivers.

Last year's winner J.N. Roberts on an eight-speed 420cc Husky failed to finish. The other Edison Dye entry of Swedish stars Gunnar Lindstrom and Ake Johnson also dropped out.

The Cycle World-ZDS Motors Norton P11 suffered a shredded rear tube outside of check point three. Ride Jerry Platt hiked back to the check point to get a new tube. By the time he returned the bike was gone. It still hasn't been heard of and is probably bobbing along right now, under the fastest bandito in Baja.

Max Switzer rode a factory H-D Sprint to an impressive 9th overall.

inter-am international american moto cross series

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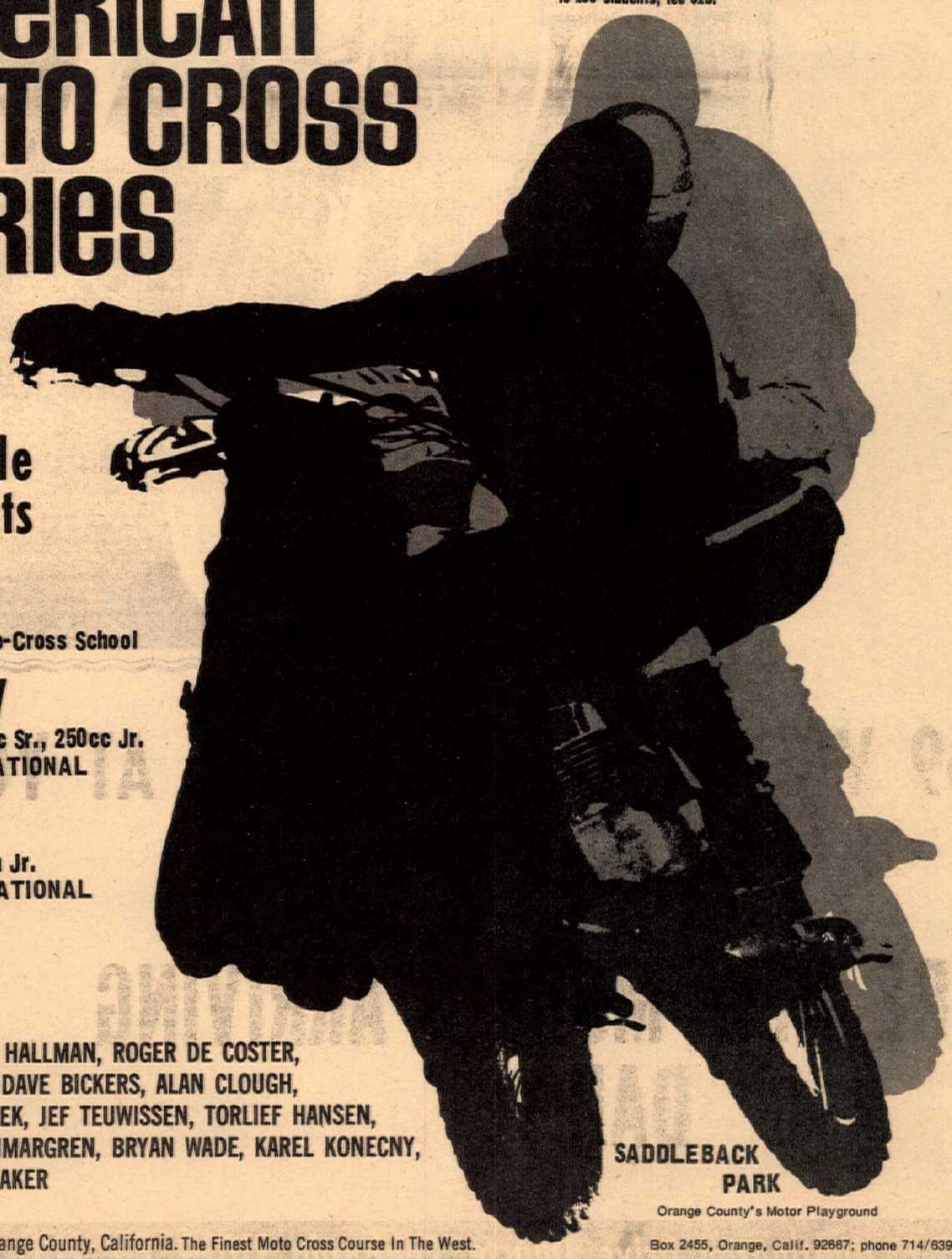
JOEL ROBERT MOTO-CROSS SCHOOL

Joel Robert will conduct his famed moto-cross school on Friday, Dec. 7, assisted by Roger DeCoster. Class limited to 100 students; fee $15.



Schedule of Events

Friday
Joel Robert Moto-Cross School

Saturday
125cc Jr., 125cc Sr., 250cc Jr.
250cc INTERNATIONAL

Sunday
500cc Jr., Open Jr.
500cc INTERNATIONAL

SEE: TORSTEN HALLMAN, ROGER DE COSTER, JOEL ROBERT, DAVE BICKERS, ALAN CLOUGH, VLASTIMIL VALEK, JEF TEUWISSEN, TORLIEF HANSEN, CHRISTER HAMMARGREN, BRYAN WADE, KAREL KONECNY, PIERRE KARSMAKER

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250cc International

1. Joel Robert – C-Z 250cc
2. Christer Hammergen – Husky 250cc
3. Roger DeCoster – C-Z 250cc

4. ADOLF WEIL – MAICO 250cc

5. Dave Bickers – C-Z 250cc

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Benefit Run for Bade

INGLEWOOD, Cal. – A benefit run is being planned for Otto Bade who was injured during the road tour to Ensenada by Cycle News and the Ace of Clubs M.C.

Bade's kneecap was split by a rock about six inches in diameter thrown from a passing truck by a Mexican youth. He also broke his leg. The incident occurred between check-points two and three.

Besides being off work for four to six months, Bade's wife is expecting a baby in January. His insurance for the accident covers just a part of the hospital bill, nothing for the doctors.

The run is being organized by the Tandems M.C. of Gardena. It is scheduled for Dec. 15, from 8 to 10 a.m. The starting point is the Inglewood Harley-Davidson dealership. The run will be about 90 miles.

A K-10 Suzuki (80cc) has been donated by Dave Burroughs, the Fountain Valley dealer. It will be raffled off.

There will also be trophies and some accessories.

Sloan Heads So.Cal. Sports Committee

The new president of the District 37 Sports Committee is Ron Sloan. Vice-president is Mike Hinshaw, secretary-treasurer Ben Bok, recording secretary Maureen Lee.

The seven competition committeemen who will govern the rules for 1968 and keep point standings in each division are: Sam Crooks, Dick Kouns, Clarence Willis, Eulene Long, Jack Hurley, George Zuber, Gary Weber and alternate William Tucker.

The election was held at the November meeting. Forty-one clubs were represented.

SCRAMBLIN AROUND

By Maureen Lee

Phew! Wotta rushed week, although some was business and some pleasure. First was the industry show at the Anaheim Convention center. Here's where all of us who work in the world of motorcycling had the opportunity to see the new goodies the manufacturers and specialties dealers have cooked up. Best of all it gives everyone a chance to visit with old friends. There was an added bonus when the C-Z team showed up on the last night and we re-established acquaintances.

Second was the first of the Californian Inter-Am moto-crosses. This involves a great deal of leg work and listening to many problems but everything is worth it just to watch the best of two continents. The bit we liked best we saw quite late Sunday: a truck parked off in the darkness with C-Z emblems all over, on top of which someone had spray-painted "Viva Montesa!" We don't condone the damage to other people's property but it gave us a giggle and relieved some of the tension.

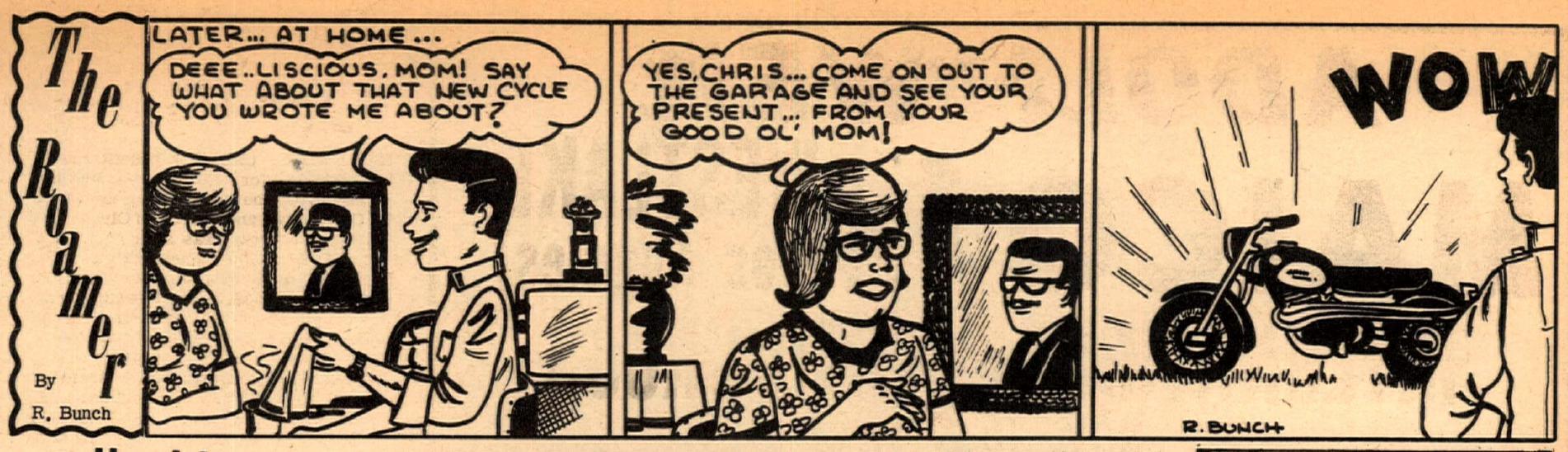
Huntington Hundred

Posters are now out for the First Annual Huntington Beach Hundred Lapper on Dec. 1st. The riding fee since first printed in this column has been changed by Don England to follow what the usual scrambles fee is – $1.25 through the gate and $2 to ride. It should be a lot of fun and we hope to see a good tunrout.

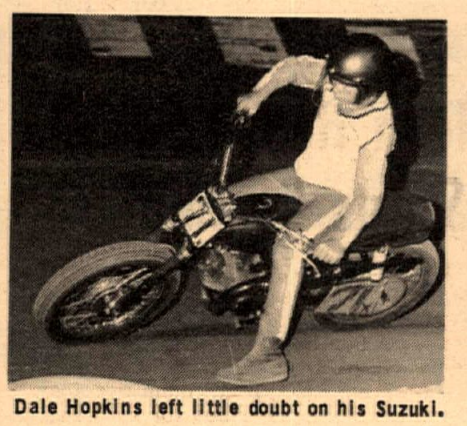
So.Cal. Points Thriller

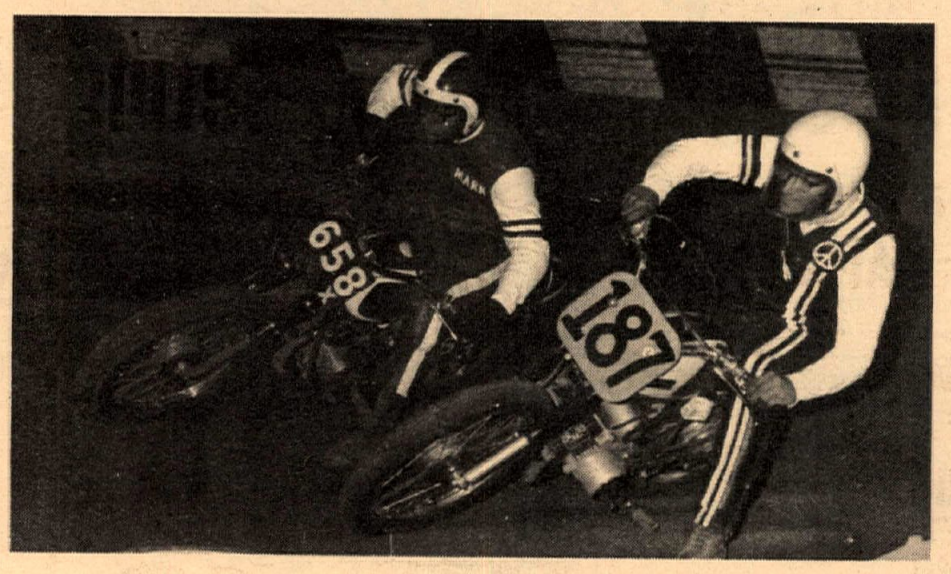
The big bore #1 plate race is going down to the wire again this year. It's a scrap between three men – Ben Fakkeldy (this is his last year as a scrambler unless he retires from Ascot where next year he'll be an Expert) John Rice and Terry Dorsch. At the last count John had a bare lead but the Sportsman's scrambles this past Sunday at Perris, Calif. will bring a change.

In regard to the fight for single digit numbers...some people don't consider switching bikes to be cheating but it is. To get a single digit number some of the guys will ride two bikes in one race just to keep going and get points. Just because these types aren't protested doesn't mean people don't notice what they're up to. We say again – ain't you got no pride?



Hopkins Takes Trojan TT


Dale Hopkins left little doubt on his Suzuki.


Brian Spinks cuts inside on one of Trojan's seven turns.

By John Grout
Photos by Bill Pettigrew

SOUTH GATE, Cal., Nov. 7 – Young Dale Hopkins finally cut loose at Trojan. In the 100cc class he posted a classy win over Paul Wilde, Bryan Spinks and Jack Morgan as they slipped and slid around the seven-turn TT course. And he also took his main event.

In the 100cc flat track main Paul Wilde turned back fast-closing Tom Simpson. And right on Simpson's rear tire was Dan Hazel.

The 250cc TT bash saw Irwin Moon arrive at the wire on top. Moon was followed by Bryan Spinks, Tom Simpson and Glen Bolenbaugh.

For a nightcap, they rolled out the 250cc flat track machine. When the final results went up, it was Dennis Burkman who had whipped Bob Milner and Irwin Moon to the flag.

Next week the races at South Gate move to every Friday night.

(Results on page 16)

RONNIE RALL FLIES ON A BENELLI

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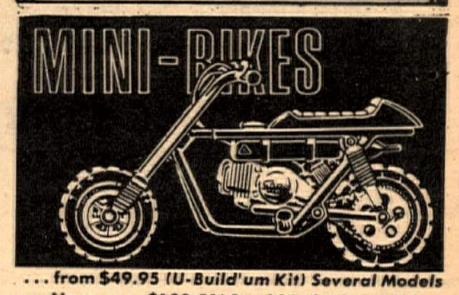
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Leach Out-Muds Pack at Salem

By Marie Layton
Photos by Dale Wood

Here with plenty of mud beneath my bow,
A jug of wine, a lot of nerve – and how
Astride my faithful mount –
A mud race is Paradise now!

SALEM, Ore., Nov. 10 – The Shamrock's second race got under way Sunday on a muddy, muddy track, made so by a three-day downpour which continued throughout the race.

The course started off up a hill with mud and straw six inches deep. This slowed the hardest-running 360's to a snail's pace. Many riders were dabbing and just plain pushing to get up. The 100cc riders were told: "Just get up the hill anyway you can, then follow the course".

Fast it wasn't, but there was a downhill jump for the brave few who wanted to turn it on – and pray it wouldn't slide out from under them.

Not one race had all the riders making it to the finish and due to the difficult negotiation of the mud and ruts, the track was re-routed for the main events. But even so, the 75 mud competitors kept pouring it on. The enthusiasts ventured out of their cars to watch in the driving rain.

In the open moto-cross six bikes entered and two finished. Robert Leach, 360 Husky, took first, Jay Demaris, 360 CZ, second. They held their places all the way, Demaris close on Leach's back wheel.

The way to win or crash: throttle open and mud in your eye.

Keith Nerseth on a 238 Kawasaki won first place honors in the 305 A Main with Dale Demaris, 250 Bultaco, trying hard to take the lead away from him, coming in second. Keith Layton, Yamaha, placed third after working his way up from sixth in the first lap and finally passing Robert Leach, also Yamaha-mounted, in the sixth and final lap.

The 200 A Main had Don Watilo and Tom Gilkison way out front in another Bultaco race. Watilo, not one to give up to another Bul, maintained his lead and took first, Gilkison settled for second spot. Bob Strayer and his little 125 Maico gallantly rode to third.

Billy Oliver, Honda-mounted, led the way for the 100cc A and was the only rider to finish the full five laps. He came across the finish line with second place Garry Seeley, Hodaka, who looked more than a little surprised when told he was a lap behind. Third place went to Dennis Shipman on a Yamaha.

After riding their hearts out all day the racers had one more challenge – getting back to the main road. It's about 3/8 of a mile from the track and with perseverance they all made it.

(Results on page 16)

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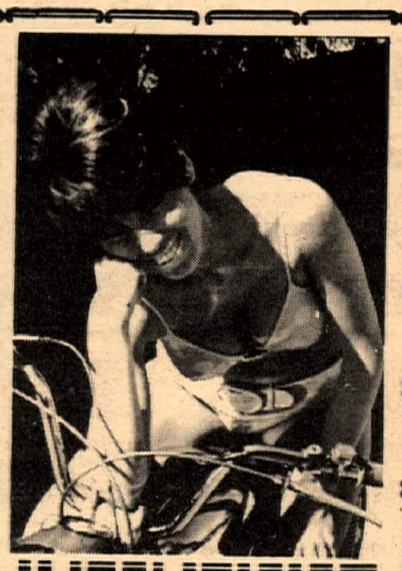
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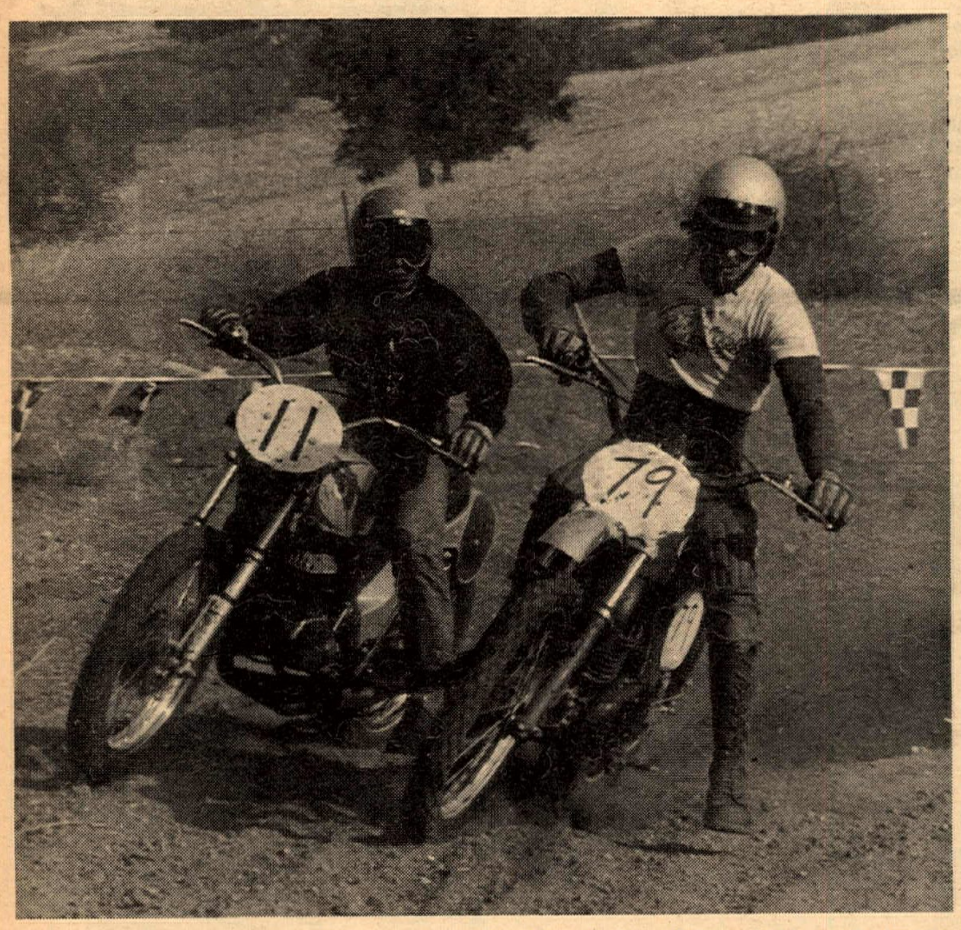
SECOND WESTERN ROUND OF THE INTER-AM MOTO-CROSS...Westlake Village, Calif.

Europeans Weil Away the hours Beatin



Above: Dave Aldana looks a little surprised to find Gary Bailey slicing past him on the inside. Below: Valek leads Bickers around a foot-dragging American rider while part of the near-20,000 crowd spectates up close.

WESTLAKE VILLAGE, Nov. 16-17– The rolling moto-cross circuit was beautiful but a little too fast for many, including some of the Europeans who prefer their courses to be more demanding. It wasn't rough enough. Part of the track led up a steep hill, through a barn and down the Main Street of a movie set. Farther on there was a gully, a deep sandwash and a loop that swooped 'way up a hill and down, giving almost 100% visibility to spectators – and there were about 20,000 of them.

Brian Set On Fence

Saturday saw the running of the 250cc -and under machines and a confusion that put Greeves-factory-rider Bryan Wade out of the 250 International.

Edison Dye, promoter of the series, claims Wade was scheduled to ride at Dallas but appeared at Hopetown instead. Under FIM rules this constitutes an automatic suspension.

Wade and Greeves-distributor Nick Nicholson claim Wade had been withdrawn from Dallas earlier and that they had written permission for him to ride Hopetown as an exhibition from the ACU. Brian, however, decided not to ride until more information was received.

That night a call was made to England and by morning a cable came back from the ACU saying there was no ban on Wade whatsoever, including the rest of the Inter-Am's. So Sunday, Wade competed.

The 125 Senior saw Joel Robert, reigning 250 World Champion out on a Sachs, with Claes Nilson (Penton) and Belgium champion Marcel Weirtz on a Bultaco finishing in that order, and not without proving they had as much style on the smaller machines as they had on their full size bikes. Weirtz's Bul was the fastest but after leading for a while a bolt came loose up front causing some handling problems. The front end began flopping around. Gary Bailey and Lars Larsson (Pentons) put on a great battle, especially Bailey who was hit with mechanical troubles again. He had to pull in for a plug change.

Axthelm First Yank

Although three of their stars were sidelined by injuries, including Torsten Hallman, Husqvarna still did all right for themselves, getting, among other things, "first American" on Sunday.

In the 250 International it was Joel Robert (C-Z) the winner by Husky-mounted Christer Hammargren really gave him a go in the second round. Fellow teammate Torleif Hansen ended third.

In ninth place and first American was "Iron Man" Walt Axthelm on a Maico. Behind him in 10th was Barry Higgins all the way from the East Coast where he got a fifth place in one Inter-Am moto at Pepperell. He fared well against the West Coast's finest and showed why he is rated as one of the top Eastern riders.

Marcel Weirtz, the Belgium Bultaco champ, lived up to his publicity by riding a PurSang that was freshly uncrated and put together right in the pits in front of anyone who cared to stop by and watch. We did, and he ended 6th behind Dave Bickers (C-Z) on a real stocker.

the Montesa marque also did well. John De Soto was 11th in the 250 and the 500. Ron Nelson picked up 12th in the 500. But it was Bill Dekking who surprised everyone. In the combined 500-Open Junior he won two straight followed by a third place, beating off the likes of Mike Haney (Triumph) and desert number one Steve Hurd (Norton).

Watch Russ Darnell

The 500 International was, of course, what the crowd had come to see. It was tremendous racing. Robert grabbed off the lead but dropped it. For three laps Brian Wade (Greeves) had it and was flat flying with Dave Bickers (C-Z) and Germany's Adolph Weil (C-Z) in hot pursuit.

As the laps progressed it was Weil taking over. At one point, lapping at 2.2 seconds, he had a 28-1/2 second lead on the second place man.

Gary Bailey (Greeves) ended up first American in the first round with what, unofficially, was about a fourth place. But then he had bad luck again. He dropped a chain and there wasn't a replacement available.

It was Husky-rider Russ Darnell who ended first American overall with a beautiful ride. Once again we're saying he's under-estimated by most because he's quiet off the track and so smooth on it he doesn't appear to be doing anything.

Second American and 7th overall was BSA-rider Chuck "Feets" Minert. He was followed in by Dick "Bugsy" Mann on a Greeves who was first American at Ohio.

Wilson Wheelies Backward

Next came what was probably the most enjoyable part of the program. While the officials were busy figuring up who were the fastest Americans, the Europeans got to playing in the huge starting area. They charged and circled to throw mountains of dirt at each other.

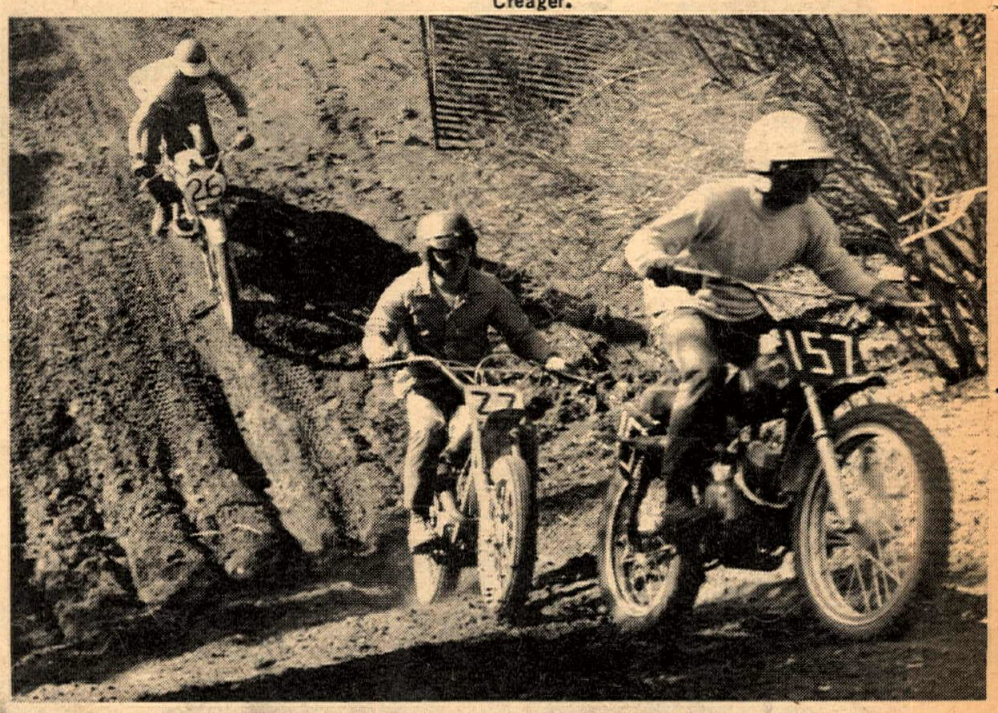
Robert put a little girl up before him on the tank and with hands on hips and hers on the bars demonstrated that those fearsome C-Zeds can also be pussycats.

They played tag, dodging in amongst the other riders and spectators and showering all and sundry with dirt. There were wheelie contests where they were joined by Americans John De Soto, Feets Minert and Gary Bailey.

And young American Greeves rider Jim Wilson, who got a ninth in the 500 International, did something no one else did, a wheelie while kneeling on the seat.

Left: Bryan Waded through Americans on Sunday. Above: Robert and Wierz clown on sidehack for the people. Below: Dick Mann enjoyed himself despite AMA suspension. Right: Robert in air.

Left: The flyin' Hawaiian John De Soto. Above: Chuck Minert held his own. Below: 100 Jrs. with eventual 5th placer Jeff (26) Creager.



the Americans

By Maureen Lee
Photos by John Shedd, Bill Pettigrew, Tom Culp and Maureen Lee

Then he wheelied up, down and around facing backwards! (If anyone got a photo of this, Cycle News would love to buy it.)

Quite a few of the Americans didn't answer the call to the exhibition race, they were too weinered so the Europeans scampered around the track mostly on their own.

Westlake proved one thing – we're not as bad as we were two years ago when Torsten Hallman made his first visit here. And we're not as bad as we were last year as Americans are now substantially further up the finish list than they used to be.

Yankee determination is paying off but there's still a way to go. Our riders don't seem to start seriously young enough, but we'll give the Europeans two names to watch for in coming years – Jimmy Stein and Jim Wilson.

(Results on page 16)

Greeves

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Dirtdiggers M.C. 10th Annual Nov. 9, 1968

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250cc Class

1st 250cc Exhibition
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250cc Greeves

AND

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Jim WILSON
250cc Greeves

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Thank You
(See letter page 4)

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Grossi Leaves 'Em Parked

Story and Photo by Dale Wm. Ivan

SANTA CRUZ, Cal., Nov. 10 – Today the Ridge Runners M.C. threw their "first ever" moto-cross race. The event, held in the DeLavega Park area of Santa Cruz, drew about 200 riders and 800 spectators. The club had anticipated a larger turnout but there was a loss of some 1200 riders to the 22nd annual Cowbell Enduro.

The event was an exciting prelude to the upcoming big one on November 23-24th, the weekend when RRMC hosts the International Moto-cross at the park.

Mike David riding a Van Tech Suzuki made a shambles of the 100cc novice class by winning all three motos. In each, Mike moved up from 5th or 6th to take over the lead and win. Mike did a fine job of passing the supposedly faster amateurs and experts. Jack Jensen (Moto Beta) took the 100 expert race.

The 250 novice class was, as expected, dominated by the local club members. Bob Bowers took home the big win by scoring two firsts and a fourth. Don Avery, a club member, was a close overall second with George Humphreys (Husky) finishing third. Avery and Humphreys both turned in fine rides in their attempt to win, but Bowers proves his strength in the rough.

Steve Muscattell decisively won the 250 Amateur and Expert race, taking 2 wins out of the three motos. Steve lost out in the last moto to Mike Akatiff (Yam). Jon Card pulled off the second place overall win with Akatiff taking third.

250 Amateur rider, Don Ivan gave the experts a ride for their money by placing a close fourth overall and first amateur in the first moto. In the second, Ivan was once again winning the amateur division and was running third overall when forced out with mechanical difficulties. Dave Worth won the amateur class, Dave Calowell second and Don Ivan third overall.

The Open novice event final was won by Jim Robb aboard a Cheney Victor. Al Garrahan followed with a close second.

The Open amateur and expert race was the climax of the day as the best of the crop were riding. Amateur Don Chisholm (Greeves) routed his opposition, by storming to two victories, easily won, in all three motos.

The Open expert race was a big victory for Montesa and (the Viva Kid) Bob Grossi. Bob, a club member, rides a Montesa tuned by John Preston and is sponsored by Moore & Sons Montesa of Santa Cruz. Grossi really did his thing by winning all three of the expert motos.

After crashing into a downed rider, Jim Stein, Grossi worked his way up from fifth to the lead and won the first moto. The second motos found Bob grabbing the lead on the first lap. He went on to win the second and third race by an incredible distance (He was out of sight). Bob Hagar (CZ) took second overall with Jim Stein just four points behind in third.

(Results on page 16)

Bob Grossi, "The Viva Kid" won the Open Expert class in vivacious form.

Tucson TT Season

Starts With Long Practice Session

By Herb Morris

TUCSON, Ariz., Nov. 10 – It was the first race of the season here after a long hot summer. A good turn-out of both riders and spectators got things of to a flying start.

Several riders from the San Diego area showed – Dick Mills, J.R. Bishop and Ward Ring. These guys get a chance to ride every week and they looked it, compared to some of the Arizona riders.

The exceptions were Byron Boaz, Jim Halford and Bryan Ross from Phoenix. These fellow have been riding nearly every week up there. They ride well and provided the competition for the coast riders.

There were also a couple of riders over from El Paso – Lee Anderson and Tom Wahler. They're probably suffering from the same bug as the Tucson riders – they don't have enough events to really sharpen up a fine competition edge.

Long Practice

Since we have only 70 entries in total we can have a pleasant three-hour practice period until noon and still finish all our races by 3:30 p.m.

The long practice period is probably half the reason we get coast riders over here. That, plus the fact that it's a particularly good TT track, being oiled and graded regularly.

Races will be held the second Sun. of every month, April being the last.

(Results on page 16)

DOUBLES at PORTERVILLE, CAL. SCRAMBLES

By Ernie Winslow

PORTERVILLE, Cal., Nov. 10, 11 – The Porterville Spinners readied one of the most demanding tracks in District 35 to produce exciting races for a couple hundred riders this weekend. This event has duplicate races on the two days, but only three riders took the identical wins that were possible.

Kenn Reedy of Tulare rode a Yamaha to win the 250 Amateur event twice. An up-and-coming young novice in the small bike class, Don Andreatta, took both the 100cc novice races on a Honda. The only other dual winner was Gary Walker riding a Bultaco in the 200 Novice class.

The open experts who usually ride last in District 35 competition, got first chance at the conditioned track. This met with approval from both the open riders and the spectators.

Sunday, Rick Elisarraras and a potent BSA were untouchable. Monday, Porterville's own Bill Lamb soundly trounced all comers on a Triumph.

Tim Thomas, a consistent winner in the 250 expert class, was plagued with trouble at Porterville and repeatedly unloaded. (Results on page 16)

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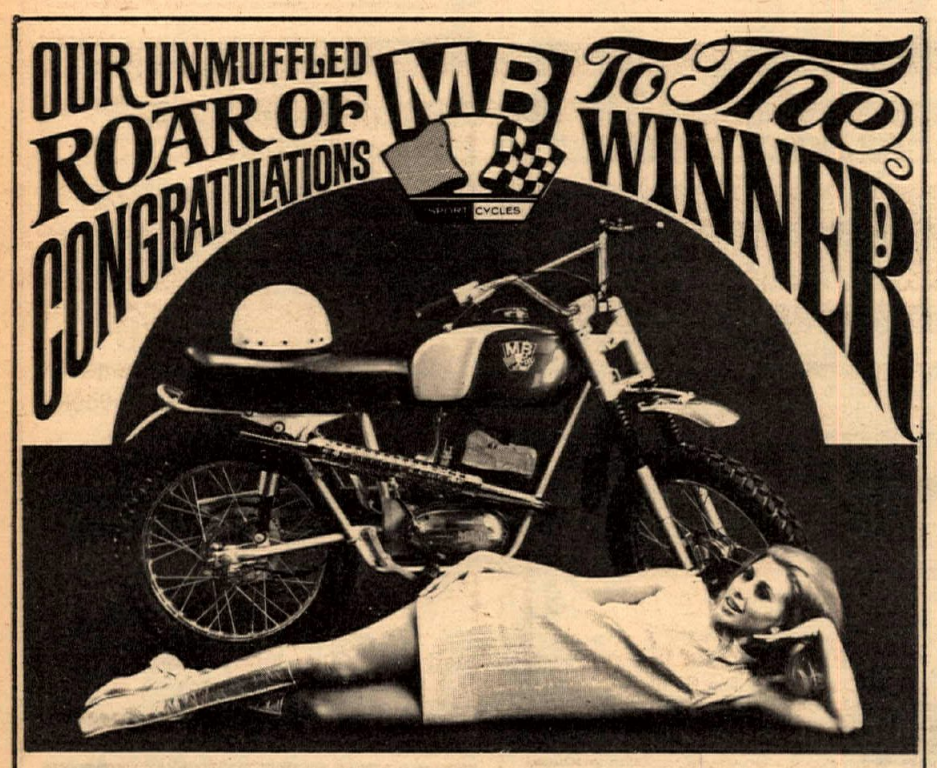

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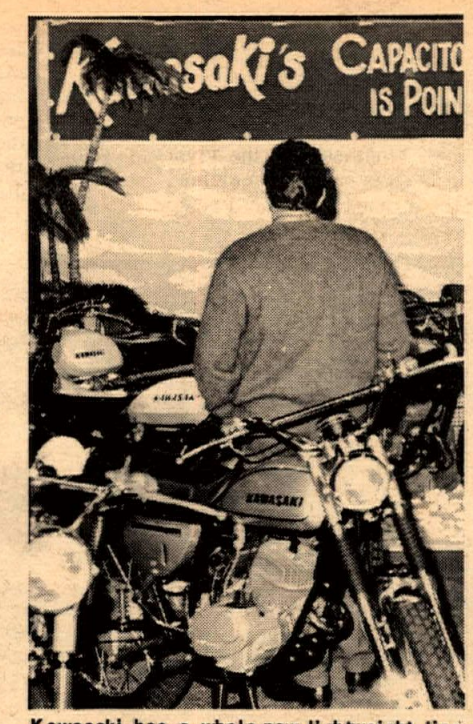
Minis, Monsters Lead New Market Trends

Mini-motorcycles (a whole pack of new brands) and the at-long-last emerging new herd of 650cc-and-over bigbikes headlined the featured attractions at last week's MDN Trade Show in Anaheim.

From the tiny, 69 lb. Go-Devil, which folds into a suitcase, to the miniature "Boy Racer" Indian that every child will dream of finding under the Christmas tree, mini-bikes appear to be the new hot item for '69 sales.

Way up at the other end of the power scale, more new heavyweight motorcycles are available than ever before, with a 450 single from Ducati, the new Triumph and BSA threes, a 500 DOHC twin from Clymer-Indian, Benelli's 650 twin, the American Eagle 750cc and the two absent-from-the-show roadromp-ers, the Yamaha 650 and the Honda 750-4.

Floyd Clymer's "Boy Racer" Indian, complete with number plates, next to a more conventional mini-bikes.



Kawasaki has a whole new lightweight line and all the new Kawas have transistor ignitions.

New products and ideas that readers will soon be seeing in dealer showrooms also abounded at the Anaheim show. Custom-bend handlebars are now practical thanks to an ingenious handlebar fitter that translates customer preference into numbers and produces the desired bend in seconds. It's by Trophy Products, 1438 W. 15th Street, Long Beach, Calif. 90813.

Rear shock absorbers will soon be getting the attention they deserve thanks to the entry of Koni, a famous Dutch shockbuilding firm, into the competition market. It's significant that the fast international moto-cross champions pay more attention to their machines' suspensions than any other aspect. Custom springs and damping are available now through Webco, and we'll wager that demand will grow.

Trailers to pull behind lightweight cycles are a new product in the growing Sammy Tanner Distributing line. He's at 615 N. Avalon Blvd. in Wilmington, Calif. and his Hobo trailer looks like a useful device.

An improved motorcycle theft alarm by the Dunleer Corporation, 16400 Ventura Blvd., Encino 91316 should find many buyers. And a line of waterproof air filters by A&A Accessories looks like the answer to soggy trails.

New models were the hit of the show, with Kawasaki leading the list. They premiered a new, sporty 90 that will sell for about $325 and a new 120cc trailster with a quick-change gear ratio à la Honda. Both machines look especially right for the American market, with lots of chrome and a lean, racy design. Kawasaki also has a new 250cc single cylinder moto-cross mount in its stable now, for one of the most complete lines of 2 and 4-stroke models in the market.

Yamaha dealers did a double-take over the new 125cc DT-1 on display at the show. It looks like the 250 DT-1, but look again!

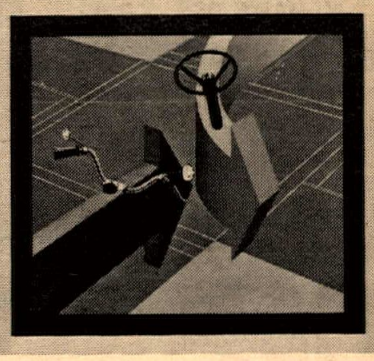
American Eagle's new 360 scrambler, with Villiers-cum-Husky engine had a lot of dealers drooling, and their 125 Sachs-engined moto-crosser carries the theme established by Penton a step further with about a 50 lb. weight reduction.

Maico also has a new 125cc moto-cross job available and it is rumored that Montesa has one on its way. The Montesa 250cc Copa trials model is already here and available for sale.

Harley-Davidson seems to be going off-the-road in a big way. Their Baja Sprint, complete with honorably-acquired dirt intact, was the feature of their display.

Maico's new 125 moto-cross towers over the Cooper Motors booth.

Think Motorcycle



By Robert O. Fee

THINK MOTORCYCLE is the title of a recent multicolored mailer of the Automobile Club of Southern California released the last part of October. The one-page brochure features a blue arrow with a steering wheel making a left hand turn in front of a red arrow equipped with handlebars – the classic collision situation that motorcycles are usually involved in.

The 300% increase in Southern California motorcycle registrations and the fact that the motorcycle rider is at fault in less than 39% of all motorcycle/automobile collisions are presented to call attention to the problem that "... many drivers have not adjusted...to the many cyclists using the road."

The reason is explained as "A psychological attitude called "Mental Set", and goes on to say that "...failure to include motorcyclists in their "Mental Set" is the underlying reason for many accidents."

Copies of THINK MOTORCYCLE are available at almost any office of the auto club or they can be picked up in bulk from the Public Safety Department at the Los Angeles headquarters on Figueroa Street. Distribution of the leaflet to non-riding friends or the public might be a life-saving club project for those evening coffee runs.

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PORTERVILLE SPINNERS RACE RESULTS
Sun., Mon., Nov. 10-11, 1968

By Ernie Winslow

10th 650 EX.
1. Rick Elisarraras BSA
2. Tim Thomas Tri
3. Carol Jackson BSA

11th 650 EX.
1. Bill Lamb Tri
2. Carol Jackson BSA
3. Rick Elisarraras BSA

10th 650 AM.
1. Bobby Owens Tri
2. Darrel McCaulley BSA
3. Davey Rogers Tri

11th 650 AM.
1. Darrel McCaulley BSA
2. Bobby Owens Tri
3. Gene Austin Tri

10th 650 NOVICE
1. Lee Thomas AJS
2. Hank McCaulley BSA
3. Virgil Flanery Tri

11th 650 NOV.
1. Virgil Flanery Tri
2. Rick Henderson BSA
3. Hank McCaulley BSA

10th 500 AM./EX.
1. Jack Monger Bul
2. Duane Shockley Bul
3. Tom Church Bul

11th 500 AM./EX.
1. Duane Shockley Bul
2. John Schaefer BSA
3. Bob Bennett Tri

10th 350-500 NOV.
1. Jim Campbell Hon
2. Jim Doherty BSA
3. Leon Cotton Hon

11th 350 NOV.
1. Jim Campbell Hon
2. John Conway Hon
3. Leon Cotton Hon

11th 500 NOV.
1. Jim Doherty BSA
2. Bonnis Cole BSA
3. Norm Shields Tri

10th 250 EX.
1. Greg Grouleff Bul
2. Todd Sloan Kaw
3. Harvey Bakker Bul

11th 250 EX.
1. Merle Biedleum –
2. Greg Grouleff Bul
3. Tim Thomas Bul

10th 250 AM.
1. Ken Reedy Yam
2. Tom Church Bul
3. Gene Jones Yam

11th 250 AM.
1. Ken Reedy Yam
2. Max Carpenter Bul
3. Gene Jones Yam

10th 250 NOV.
1. Richard Mabee Bul
2. Ron Burke Kaw
3. Roy Carter Yam

11th 250 NOV.
1. Ron Burks Kaw
2. Jerry Butler Bul

10th 200 AM./EX.
1. Guy Smith Bri
2. Ron Tobey Bri
3. Rick Newby Kaw

11th 200 AM./EX.
1. Rick Newby Kaw
2. Guy Smith Bri
3. Ron Tobey Bri

10th 200 NOV.
1. Gary Walker Bul
2. Rick Mears Hon
3. Adam Pollak Bul

11th 200 NOV.
1. Gary Walker Bul
2. Roger Davidson Bul
3. Bob Wade Bul

10th 125 AM./EX.
1. Guy Smith Kaw
2. Chris Rice Bul
3. Buck Horton Yam

11th 125 AM./EX.
1. Joe Roseberry Kaw
2. Chris Rice Bul
3. Randy Smith Hod
4. Dave Sprayberry Kaw

10th 125 NOV.
Rode with Am./Ex. class

11th 125 NOV.
1. Mark Stab Kaw
2. Don Owens Hon
3. Larry Fairbanks Hon

10th 100 AM./EX.
1. Jeff Johnson Hod
2. Dana Thompson Hod
3. Randy Smith Hon

11th 100 AM./EX. no class

10th 100 NOV.
1. Don Andreatta Hon
2. Daryl McDonald M-B
3. Jack Jones Hod

11th 100 NOV.
1. Don Andreatta Hon
2. Jack Jones Hod
3. Bruce Walker Bul

TUCSON TT RACE
Sun., Nov. 10, 1968

By Herb Morris

0-125 COMBINED
1. Gary Wells Bri
2. Butch Beard Yam

250cc NOVICE
1. Rich Boaz Bul
2. Dale Hunter Hus
3. Bob Haymaker Yam

250 AM.
1. Butch Beard Yam
2. J.R. Bishop Yam
3. George Miraval Kaw

250 EXPERT
1. Dick Mills Yam
2. R.W. Ring Yam

OPEN NOV./AM.
1. Warren Talbot Tri
2. Bill McReynolds Tri
3. Scott Famam Tri

OPEN EXPERT
1. R.W. Ring Tri
2. Byron Boaz BSA
3. Jim Haltord Duc

RIDGERUNNERS' MOTO-CROSS
Santa Cruz, Calif.
Sun., Nov. 10, 1968

By Dale Wm. Ivan

0-100cc NOVICE
1. Mike David Suz
2. David Berry Hod
3. Kermit Knofler Hod
4. Dick Hack Bul

0-100cc AM./EXP.
1. Jack Jensen M-B
2. Bob Rosa Hod

101-250cc NOVICE
1. Bob Bowers Hus
2. Don Avery Mon
3. George Humphreys Hus
4. Tom Banek Gre
5. Ed Gates Hus
6. Grant Gibbs Den

101-250cc AMATEUR
1. David Worth Sac
2. David Caldwell Bul
3. Don Ivan Bul

101-250 EXPERT
1. Steve Muscatell Hus
2. Jon Card Bul
3. Mike Acatiff Yam

OPEN NOVICE
1. Jim Robb BSA
2. Al Garahan Bul
3. Walt Wagner Gre
4. Gregg Baker Bul
5. Ron Clauson Hus

OPEN AMATEUR
1. Don Chisholm Gre
2. Darrell Courtright Spr
3. Don Coleman Hus

OPEN EXPERT
1. Bob Grossi Mon
2. Bob Hagar CZ
3. Jimmy Stein CZ

ORANGE COUNTY SHORT TRACK
Wed., Nov. 13, 1968

100 T.D.
Ron Taylor Yam

100cc MAIN
Ron Taylor Yam
Kevin Stafford Yam
Chas. Van Breeman Kaw
Mark Dolce Bul
Tom Gillespie Kaw

250 T.D.
Mark Kruse Duc

250cc MAIN
Mark Kruse Duc
Chris Hanson Hon
Bill Cain H-D
Ed McGregor Bul
Rick Talbot H-D
Carroll Heiland Yam
Ray Vanderpool Yam
Irwin Moon Bul
Ron Bennet Bul

T.T.

100 T.D.
Ray Vanderpool Yam

100 MAIN
Larry Shaw Hod
Rick Isbell Suz
Mark Dolce Bul
Tom Gillespie Kaw

250 T.D.
Carroll Heiland Yam

250 MAIN
Rick Talbot H-D
Carroll Heiland Yam
Tom Grant Hus
Irwin Moon Bul
Kevin Stafford Yam
Bob Millner Bul
Willey Carter Bul
Mike Boyle Hon
Jim Poe Bul

OPEN T.D.
Perry Armstrong Tri

OPEN MAIN
Perry Armstrong Tri
Bob Potts Tri
Dick Stephens Bul
Nat Clark BSA

LIGHTWEIGHT ENDURO STANDINGS (1968 Final)

By Ben Bok

1.	A	Bill Redwood	450
2.	A	George Green	365
3.	A	Marvin Parry	350
4.	A	Mike Patrick	330
5.	A	Phil Bowers	295
6.	A	Tom Ruddy	290
7.	A	Paul Eichman	260
8.	A	Bob Steffan Jr.	255
9.	A	Jerry Ayres	230
10.	A	Paul Redwood	216
11.	A	Ron Bishop	205
12.	A	Jack Krizman	180
13.	A	Bill Menchen	175
14.	A	Skip Hetrick	160
15.	B	Dean Goldsmith	149
16.	B	George Zuber	145
17.	B	Kendall Angell	135
18.	B	Dave Garrett	135
19.	B	Jack Norman	130
20.	B	Don Afflack	110

PONDEROSA HARE SCRAMBLES
Sun., Nov. 3, 1968

By Jack Ross

TRAIL CLASS TROPHY WINNERS:
1. T. Clark Hod
2. D. Emler Suz
3. K. Bourgeois Hos
4. T. Wells Hod
5. R. Fortier Hod
6. R. Ferrick Hod
7. B. Bell Bul
8. C. Brooks Hod
9. M. Edmonson Hod
10. C. Litton Hod
11. R. Hodges Hod
12. T. Ferris Hod
13. C. Eskew Hod
14. E. Crain Hod
15. M. Brooks Bul
16. R. Noriega Hod
17. J. Speakman Suz
18. R. Pearson Hod
19. D. Murphy Hod
20. D. Worley Hod
21. R. Smith Hod
22. M. Pruitt Hod
23. E. Dollins Hod
24. R. Dyson Hod
25. E. West Hod
26. R. Marois Hod
27. R. Lewis Hod
28. G. Souza H-D
29. M. Ferrick Hod
30. D. Hiram H-D
31. B. Wells Hod
32. K. Mitchell Hod
33. M. Ampton Hod
34. J. Waddell Bul
35. P. Jost Hod
36. H. St. Onge Hod
37. T. Crim Hod
38. R. Scott Yam
39. D. Wells Yam
40. D. Bell Hod
41. C. La Grone Hod
42. C. Kelly Hon

OPEN CLASS TROPHY WINNERS
1. J. Isaacson Bul
2. L. Bums Hus
3. M. Popovics Bul
4. R. Johnson Hus
5. J. Hall Bul
6. D. Bernard Bul
7. J. Gaide Kaw
8. W. Peterson BSA
9. D. Bryce Hus
10. J. Regan Bul
11. R. Knight Yam
12. J. Kindsvogel Yam
13. M. Steele Tri
14. P. Violette Yam
15. R. McCarty Yam
16. T. Ferraguto Bul
17. J. Jeffery Hus
18. H. Bast Tri
19. B. Sizer Yam
20. R. Phillips Hus
21. J. Townsend Bul
22. D. Richardson Tri
23. J. Sampson Yam
24. W. Krug Bul
25. J. Warren Kaw
26. B. Clagg Gre
27. M. Masterman Yam
28. M. Butchers Bul
29. M. Spiro Hus
30. J. Hagey Tri
31. J. Weeks Dot
32. B. Blair Kaw
33. C. Casanova Yam
34. E. Pascua Bul
35. R. Zazueta Yam
36. R. Vaughn Bul
37. F. Mellinger Jr. Hon
38. R. Elmore Yam
39. N. Parker Bul
40. L. Newton Yam
41. J. Streitberger Yam
42. T. Johns Gre
43. R. Thomson Yam
44. J. Anderson Bul
45. J. Lamson Gre
46. H. Cannon Kaw
47. D. Phelan Bul
48. D. Smith Gre
49. T. McLane Bul
50. B. Davis Hus
51. R. Myer Yam
52. M. Russin Yam
53. M. Mayes Kaw
54. C. Adams Vil
55. G. Iwamoto Hus
56. G. Renfroitt Bul
57. J. Cavin Bul
58. C. Behrle Vel

SCMA FUND RAISING RIDE
Sunday, Nov. 10, 1968

By Rob Robbins

Largest Club: Red Tops
Youngest Rider: Roger Neuman (6)
Oldest Rider: Willard Bergholz (63)
Hard Luck: Frank Neal

POKER HANDS:
1. Don Slayton
2. R.C. Johnson
3. Gordon Bergholz

DRAWINGS:
1. Judy Lewis
2. Dusty Williams
3. Jess McWhorter

GAMES:
Ball Toss: Lance Diestalhorst
Bubble Gum Contest: Patti Peyton, Randy Stoddard
Cracker Eating: Joe Usatin, Mark Berool
Lemon Sock Race: Bob White, Barry Ross
Lemon Rabbit Race: Nancy Smith & Marshall Warfield, Mark & David Berrol
License No.: William Ross

PERRIS NIGHT TT SCRAMBLES
Sat., Nov. 16, 1968

By Kirk McDowell

50cc
Steve Nichols Yam
Mickey Jones Hon
Scott Hoffee Suz

100 NOV. A MOTO
Bill Dobbs Suz
Doug Mason Kaw
Bruce Alford Suz

100 NOV. C MOTO
Jim Howerton Hon
Toby Stanford BSA
Whitney Blakeslee Yam

100 NOV. D MOTO
Tom Heard Hod
Peter Haas Suz
Ron Bell Hod

100cc AM./EX.
Chuck Claydon Suz
Steve Nichols Yam
Richard Sweeney Kaw

200cc
Andy Skeel Tri
James Hawkins Tri
Bruce Kissalk Yam

250cc NOV. A MOTO
Doug Mason Yam
Bob Greenstreet Bul
George Gillespie Yam

250cc NOV. B MOTO
Rick Talbot H-D
Chet Burt Bul
Jerry Ayers Hus

350cc NOV.
Bob Rudd Hon
Gene Lay Hon
George Gillespie Yam

500cc AMATEUR
Sandy Armstrong Bul
Kirk McDowell Bul
Perry Armstrong Tri

OPEN EXPERT
Butch Landguth Tri
Vince Graves Bul
Loyal Penn Yam

TIJUANA TT RACES
Sun., Nov. 17, 1968

By Bill Harmer

100cc NOVICE MAIN
1. Doug Maloney Hod
2. D. Perrault Suz
3. R. Aguirre Suz

100cc EXPERT
1. W. Hosaka Hod
2. J. McGuire Hod
3. M. Chiara Hod

200cc COMBINED
1. J. McGuire Hod
2. J. Harmon Yam
3. R. Ribley Gar

250cc NOVICE
1. J. Grace Kaw
2. R. Cushman Bul
3. G. Gilmore Bul

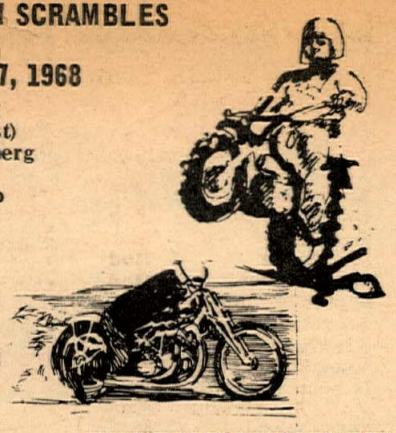
500cc NOVICE
1. J. Grace Kaw
2. G. Gilmore Bul
3. C. Smith BSA

OPEN COMBINED
1. W. Hosaka BSA
2. G. Gilmore Bul
3. R. Ribley Nor

0-200cc SWEEPSTAKES
1. J. McGuire Hod
2. M. Chiara Hod
3. J. Harmon Yam

250 OPEN
1. J. Smith H-D
2. P. Bronson BSA
3. R. Cushman Bul

SPORTSMEN SCRAMBLES
Perris, Cal., Sun., Nov. 17, 1968



50cc NOVICE (Under Protest)
1. J. Dannenberg
2. S. Herrera
3. J. Colobero
4. T. Farrell
5. H. Lang
6. P. Taylor
7. J. Ashton

100 NOVICE
1. E. Steffen
2. K. Redding
3. R. Kouns
4. R. Ferrick
5. S. Ardez

50cc AM./EX.
1. G. Caldwell
2. S. Nichols
3. J. Lewis
4. K. McDowell
5. R. Parker
6. L. Quintard
7. D. Alfred

AMATEUR
1. T. McKee
2. D. Hockie
3. L. Quintard
4. A. Skeel
5. A. Summers
6. J. Sexton

100cc EXPERT
1. S. Nichols
2. F. Edwards
3. R. Sweaney
4. G. Scott
5. D. Aldana

POWDER PUFF
1. E. Long
2. S. Talbot
3. G. Holeman
4. D. Connolly
5. M. McIntosh
6. C. Hopkins
7. L. Hellerman (tie)
8. L. Jones (tie)

200 NOVICE
1. G. Griffin
2. C. Brunson
3. J. Hawkins
4. B. Brownell
5. L. Hardison
6. D. Headrick
7. M. Carter
8. B. Kissack
9. M. Barnes

250 NOVICE
1. C. Gann
2. L. Bochkay
3. H. Long
4. W. Bolton
5. N. Walhe
6. R. Talbot
7. G. Gillespie
8. J. Garnish
9. C. Burt

200 AM./EX.
1. A. Skool
2. S. Armstrong
3. D. Hockie
4. B. Saunders
5. M. Endess
6. D. Sowell

250 AMATEUR
1. L. Penn
2. S. Armstrong
3. W. Hockie
4. L. Wilf
5. V. Graves

250 EXPERT
1. F. Edwards
2. S. Rodgers
3. H. McDowell
4. D. Gazlton
5. L. Taylor

350 NOV./AM.
1. R. Marquis
2. B. Rudd
3. C. Borle
4. D. Rich
5. G. Kahler
6. C. McIntosh
7. C. Williams

OPEN NOVICE
1. J. Maupin
2. A. Amarillas
3. J. Boar
4. P. Armstrong
5. G. Grayson

500 AM./EX.
1. J. Connoly
2. S. Armstrong
3. R. Carpenter
4. R. Nichols
5. D. Harlow

OPEN AMATEUR
1. T. LaFortune
2. R. Oneal
3. B. Carter
4. J. Peterson
5. R. Hardon

500 NOVICE
1. No Name
2. R. Shafer
3. J. Harnish
4. C. Brunson
5. J. Well

EXPERT
1. B. Rotz
2. T. Dorsch
3. M. Poser
4. C.H. Wheat
5. B. Fakkeldy

SHAMROCK 2 WHEELERS MUD SCRAMBLES
Sun., Nov. 10, 1968

By Marie Layton

MOTO-CROSS OPEN CLASS
1. Robert Leach Hus
2. Jay Demaris CZ
3. Merv Halbeisen Mai

A MAINS
100cc CLASS
1. Billy Oliver Hon
2. Garry Seeley Hod
3. Dennis Shipman Yam
4. Roland Paulson Hon

200cc CLASS
1. Don Watilo Bul
2. Tom Gilkison Bul
3. Bob Strayer Mai

305cc CLASS
1. Keith Nerseth Kaw
2. Dale Demaris Bul
3. Keith Layton Yam
4. Lee Demaris CZ

B MAINS
100cc CLASS
1. Don Blatchford Hon
2. Stan Morin Hon
3. Tom Noakes Hod

200cc CLASS
1. Dave Heinds Kaw
2. John Watkins Bul

305cc CLASS
1. Ron Smith CZ
2. Charles Standiford Gre
3. Roger Widenoja Duc
4. Bill Halter CZ

C MAINS
100cc CLASS
1. Jim Sether Hon
2. Harry Hendricks Suz

305cc CLASS
1. Marvin Wourms Mai
2. Bob Nichols Bul

SWEEPSTAKES
100cc CLASS
Billy Oliver Hon

305cc CLASS
Gary Olsen Yam

1968 LIGHTWEIGHT STANDINGS
As of 10-27-68. Unofficial Scrambles

By Richard Kouns

1.	Fred Edwards	1420
2.	Steve Scott	1280
3.	Steve Nichols	1251
4.	Jim Connolly	1244
5.	Kirk McDowell	881
6.	Dave Aldana	813
7.	Jim Gilchrist	694
8.	Kurt Lewis	676
9.	Rich Sweaney	631
10.	Ted Judge	605
11.	Morris Wright	577
12.	Dale Hopkins	557
13.	Larry Taylor	550
14.	Ted Longwith	526
15.	Gary Bevans	506
16.	Jay Lewis	497
17.	Eric Olesen	495
18.	Jon Lindeberg	487
19.	Ken Lee	476
20.	Steve Bast	471
21.	Gary McKenzie	468
22.	Don Alfred	444
23.	Linus Beall	433
24.	Lloyd Quintard	411
25.	Ed. Shinault	405
26.	Diane Connolly	400
27.	Keith Tennis	398
28.	Vince Graves	382
29.	Eulene Long	381
30.	Gary Caldwell	357
31.	Kelly Struble	340
32.	Dan Hockie	330
33.	Jack Holt	328
34.	Mike Bast	320
35.	Bob Saunders	307
36.	Hayward Mendenhall	301
37.	Brad Stankey	301
38.	Troy McKee	290
39.	Willie Hockie	286
40.	Alex Armstrong	280
41.	Andy Skeel	278
42.	Karl Wilson	273
43.	Tom Clark	269
44.	Hank Scott	265
45.	Mark Kruse	260
46.	Sandy Lambert	257
47.	Jim Arledge	256
48.	Devon Sowell	244
49.	Dan Carlton	241
50.	Jim O'Neal	233
51.	Rick Parker	228
52.	Loyal Penn	225
53.	Floyd Lewis	210

INTER-AM MOTO-CROSS
Westlake Village, Calif.
Nov. 16-17, 1968

By Maureen Lee

125cc JUNIOR

Steve Goldberg	Hod
Bruce Baron	Pen
David Worth	Sac
Jim Cooke	Hod
Jeff Creager	Hod
Mickey Burton	Pen
Barryl Bassani	Hod
Fred Kalnich	Hod
Mike Todd	Hod
Norman Payne	Yam
Wade Zimmerman	Bul
Dan Etheridge	Hod
Albert Kabosius	Hon
E.C. Birt	V-T
Marshall Neibert	Bul
Dan Armstrong	M-B
Steve Feld	Hod

125cc SENIOR

Joel Robert	Sac
Claes Nilson	Pen
Marcel Weirtz	Bul
Gary Bailey	Pen
Walt Axthelm	Sac
Bob Bailey	Sac
Jesse Goldberg	Hod
Tim Hart	Gua

250cc JUNIOR

Greg Smith	Mai
Gary Myers	—
Larry Shoemaker	Bul
Jim O'Neal	Bul
Bob Kulek	Oss
Mark Blackwell	Yam
Howard Jackson	Hus
George Shaw	Hus

250cc INTERNATIONAL

Joel Robert	C-Z
Christer Hammargren	Hus
Roger De Coster	CZ
Adolf Weil	Mai
David Bickers	C-Z
Marcel Weirtz	Bul
Lars Larsson	Hus
Pierre Karsmaker	Hus
Walt Axthelm	Mai
Barry Higgins	C-Z
John De Soto	Mon
Bill Harry	Bul
Gary Bailey	Gre
Philip Palazzo	Bul
Gene Fetty	Hus
Lon Peterson	Hus
Bill Verbiscio	Yam
Jeff Willis	Oss
David Aldana	Oss

500cc JUNIOR & OPEN

William Dekking	Mon
Dennis Keefe	Hus
Rick James	Gre
Larry Nolen	Mai
Harry Bacher	C-Z
John Hately	C-Z

OPEN

Steve Hurd	Nor
Don Drake	Tri

500cc INTERNATIONAL

Adolph Weil	Mai
Joel Robert	C-Z
Vlastimil Valek	C-Z
David Bickers	C-Z
Pierre Karsmaker	Hus
Russ Darnell	Hus
Chuck Minert	BSA
Dick Mann	Gre
Jim Wilson	Gre
Roger De Costa	C-Z
John De Soto	Mon
Ron Nelson	Mon
Tim Hart	C-Z
Al Baker	C-Z
Lon Peterson	C-Z
Bill Silverthorn	Hus
Dick Dean	Hus
Gene Gomnert	Hus
Robert Vacca	Bul
Bill Verbiscio	Yam
Bruce Jackson	Gre
Ed Meyers	Hus
Bruce Haserot	C-Z

LIONS DRAG STRIP Wilmington, Cal.
By Dan Zeman **Sun., Nov. 19, 1968**

TOP BIKE		
Jeff Gough	10.50–144.80	Tri
RUNNER UP:		
M. Disharoon	10.89–134.00	H-D
TOP STREET:		
Alan Wetherell	13.19– 97.71	BSA
TOP MODIFIED:		
Grant Hannah	12.11–110.29	Tri
TOP GAS:		
Moulders & Reese	11.07–119.20	Nor
STREET		
AA – Green	16.03– 80.21	H-D
A – W. Hodges	13.36– 96.77	H-D
B – A. Wetherell	13.19– 97.71	BSA
C – J. Linn	14.12– 93.65	Suz
E – Anchondo	14.11– 95.54	Suz
MODIFIED:		
AA – Ed McDonald	12.43–106.88	H-D
A – D. Adams	13.34–101.33	H-D
B – G. Hannah	12.11–110.29	Tri
D – Pat Murphy	12.78–103.82	Suz
E – C. Cash	12.83– 97.08	Suz
F – T. Thurman	16.85– 72.05	Kaw
GAS		
A – Bailey	11.26–125.00	Nor
B – Moulders & Reese	11.07–119.20	Nor
C – M. Cash	11.94–112.92	Suz
E – J. Glover	15.12– 83.33	Bul
F – Pomato	16.77– 72.34	M.B.

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Trophies as Tijuana TT Terminates

First turn of 100cc Novice Main. Doug Maloney (183) took over lead on third lap. R. Aguirre (438) finished third. Second place finisher D. Perrault (1x) is in pack with number obscrued.

Story and Photos by Bill Harmer

TIJUANA, Mex. Nov. 17 – Soft-spoken Jim Grace on Kawasaki carried home two first place trophies from the Tijuana Motorcycle Association's final TT program here today.

Getting stiff opposition from Bultaco riders Randy Cushman and Gary Gilmore, Grace dominated the four 250cc novice motos. Then riding the same 250cc bike (O.K. under Mexican rules) he turned back all competition in 500cc novice action.

Gary Gilmore brought his PurSang across in a close second-place finish; Gold Star-mounted C. Smith capturing third position on his first visit to the Tijuana course.

Local favorite Wayne Hosaka also claimed two firsts by winning the Open (combined) fracas on Mike Garrett's Gold Star and humbling the 100cc expert hassle on Doug Maloney's hot little Hodaka.

Gary Gilmore, still riding his Bultaco 250cc, edged Norton-jockey Rich Tibley for second spot in the open class.

A close contest developed between Jim McGuire and Mickey Chiara for the second spot in the 100ccs but a spectacular spill by Chiara on the switchback during the fourth moto settled it.

Mexican Rules

Taking advantage of the Mexican rules which permit advancing in class, the 200cc series of motos was dominated by 100cc riders. Riding the rapid F & M Reed induction-special Hodaka, Jim Mc Guire won it. He was closely followed by Yamaha-ace Jim Harmon and Rich Ribley on a Garelli.

The 100cc Novice riders again got plenty of riding time with two heat races, a semi that any could enter, and a long 10-lap main.

Doug Maloney found the track to his liking. After running second for several laps he made his move and took over first place which he never relinquished. Suzuki mounted D. Perrault arrived in second and R. Aguirre, also riding a Suzuki, grabbed third.

As an added attraction, sweepstakes races were held for bikes under 200cc and 250cc and-over. Jim McGuire and Mickey Chiara, both on Hodakas, finished one-two. Jim Harmon brought his little 100cc Yamaha in third.

Riding a Harley-Davidson Sprint, a rider entered as John Smith gave the fans a real treat with as fine a display of flat tracking ever seen, to capture the larger class.

Paul Bronson borrowed a Gold Star and gave him some competition to gain second and Bultaco-mounted Randy Cushman scampered across third on his Bultaco.

(Results on page 16)

Wayne Hosaka (183) leads 100cc experts through S turn. 2nd place finisher Jim McGuire (1) is directly behind. Mickey Chiara (1w) shown in 4th position, finished 3rd.

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RACE FOR SPACE

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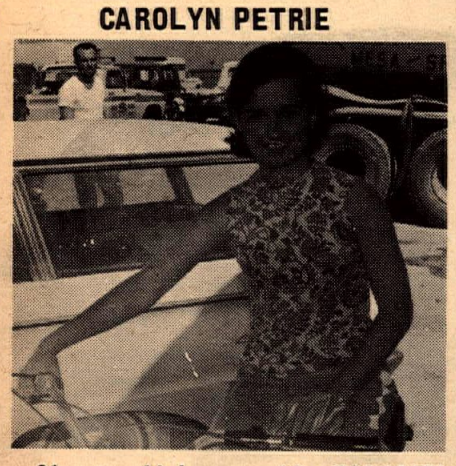
Half-Minute Interviews

By Bill Harmer

CAROLYN PETRIE



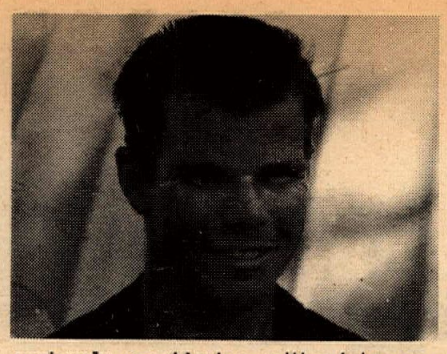
21-year-old housewife CAROLYN PETRIE of Torrance, California took up cycling so she could tag along after her desert riding husband Larry. At the time of this interview she had ridden in only one Dist. 37 point race in which she finished second. She loves the sport and wishes more girls would get into the racing end of the sport. She plans on racing in TT Powder Puff races every time she has an opportunity.

HERB McMULLUM

Road Captain HERB McMULLUM of the Navy City M.C. from Vallejo, Calif. has been riding cycles for 26 years and has been an AMA member for 25. His wife, Marilyn, rides with him on long tours but is a very capable solo rider as well. Strictly a road riding enthusiast, Herb would naturally like AMA to give the touring cyclists all the recognition that they can but was quick to add that he thinks they are doing a good job now. He expressed real pride in his AMA membership and thinks that it it weren't for the association, motorcycling in general and tour riding in particular would be in bad shape.

MIKE CORRIGAN

28-year-old MIKE CORRIGAN, Vice President of the Reno Ramblers M.C. is a cyclist of diversified interests. He and his wife Vicki, who also rides, have two H-D motorcycles and two BSAs. His main interest is touring or road riding but he has a bike set up for dirt riding and enjoys getting off the pavement and is



seriously considering getting into competition riding in desert events. Mike has been riding since he was a kid but has been an AMA member for just three years.

TOM EDWARDS

TOM EDWARDS of San Jose, California is the President of the 30-member Santa Clara Cavaliers M.C. An 11-year AMA member, he has been riding for 15 years. He and his wife, Joan, ride double and really love the sport, exclusively in the touring events. In his opinion, AMA has not kept their representation commensurate with the increase in the number of road riders and are not giving the members as good a deal for their money as they did a few years ago. A loyal AMA supporter, however, he thinks the situation is temporary and will be corrected soon.

Meet the Rider

Mainer Richards

The youth of today will be the race stars of tomorrow, and Mainer Richards, 17, of Oroville, located in Butte County, began his motorcycling early in hopes of someday becoming skilled enough to make his claim to fame.

The son of Mr. and Mrs. Jay E. Richards of 6685 Irwin Ave., Oroville, Richards is a junior at Oroville High School. He ran his first race in March of 1966 when he was just 15-years-old. He turned amateur in August, 1967, and still retains that classification.

Although he is a two-stroke man, Richards rode his first season on a Honda 50cc. Last year he had his own Yamaha 100cc twin, and this year he will ride for Drake's Hodaka Shop on a new 100cc machine.

Richards, whose number is 122R, flat-tracks every week at the Cycle-land Speedway between Oroville and Chico. However, his real specialty is scrambling.

Back-to-back with his 14 racing trophies, eight of them first place cups, Richards displays a number of awards won for raising purebred Berkshire hogs.

Richards is an officer in Oroville High's Future Farmers of America Chapter and an A student in agricultural science.

As enthusiastic about raising hogs as racing, Richards recently sold one of his animals at the Junior Grand National Livestock and Horse Show in the Cow Palace in San Francisco, where he took a second place ribbon. He also was notified he was the winner of a cash award for showmanship.

Beside other awards in his major, Richards received his second silver award this year from the Bank of America for his agricultural project.

Richard's short race career has taken him as far north as McArthur in Shasta County and south, to Tracy, which is located near Stockton. He has contested at every track in between, including well known Roseville and at a track in a town with the unusual name of Hungry Hollow.

Born Sept. 27, 2950, in Honolulu, Hawaii, Richards moved to Oroville with his family in September of 1960, following retirement of his father from the U.S. Navy.

His parents and his sisters, Regina and Dorothy, are enthusiastic race fans and travel with Richards to all of his races. They all attend many races in which Richards is not a participant. The entire Richards family works side-by-side with other race enthusiasts to continually upgrade the quality and image of motorcycling and strive to promote the sport.

An active member of the Butte County Search and Rescue Team, Richards proudly states, "The only thing in the world that can make me miss a race is a "call out" by Search and Rescue."

Following his graduation from high school, Richards plans to continue to raise hogs, intends to further his studies in the field of agricultural science and will continue racing. He said he someday hopes to be in the same class as that of his favorite racing personality, National Number Two, Dick Mann. By Jan Held

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DEC. 12
See page 17

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DEC. 12

See page 17

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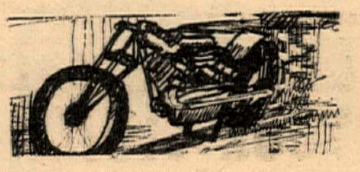

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A Dallas Re-Cap: Americans Swamped

By John Blanton

DALLAS, Tex., Nov. 9, 10 – With apparently little trouble from the other sportsman riders, Walt Axhelm on a Sachs polished off the 125cc class of the Inter-Am moto-cross races here. He posted two wins.

The eventual winner of the 250cc Junior, Jack O'Leary of Austin, happened to wander in bright-eyed on Saturday even though he'd been told his race wasn't until Sunday.

However, when he got there he found out not only that his race was Saturday, but that he only had a few more minutes of practice time left to him.

After only four familiarization laps, O'Leary set out and won the first heat, overtaking European Joe Joiner (CZ) in the closing laps. In the second heat, however, he made a couple of minor mistakes, one of which required an engine restart, and dropped to third.

Joe Joiner finished first in that heat to take first overall. Mike Cullum (Kawasaki) was third overall with seven points. (These meets are scored by giving first place one point, second place two, and so forth. Winner is rider with lowest score overall.

Here is another inside look at the Dallas Inter-Am moto-cross races. James Brammer's account appeared in the last issue.

The first heat of 250cc Senior was completely dominated by Torleif Hansen (Husqvarna) from Sweden, but his fourth place finish in the second heat left him with one point more than Dave Bickers (CZ). Bickers had a three and a one pointer.

Third was Bengt Alberg (Husqvarna) of Sweden with a four and a three. First American finisher was Glen Vincent (Ossa), who finished twelfth and ninth.

Joe Joiner fended off Doug Parks (Husqvarna) with ease in the 500cc Junior first heat. In the second, however, he took the CZ too low into a turn, grounding his shift lever and doubling it back. Shifting problems resulted, cutting seriously into his lead.

Finally, with half a lap to go, the CZ went out of gear and stayed there until Parks and most of the field had gone by.

Parks' three points netted him the win. Don Prowse (Bultaco) was second, followed by Joiner.

Joel Robert won the first heat of the 500cc Senior. It looked like he'd take the overall easily until Torleif Hansen (Husqvarna), who'd finished second in the first heat, almost took the second. He had an early long lead but Robert cut systematically into it and finally passed Hansen in the closing laps.

Dave Bickers (CZ) was third overall with a three and a four.

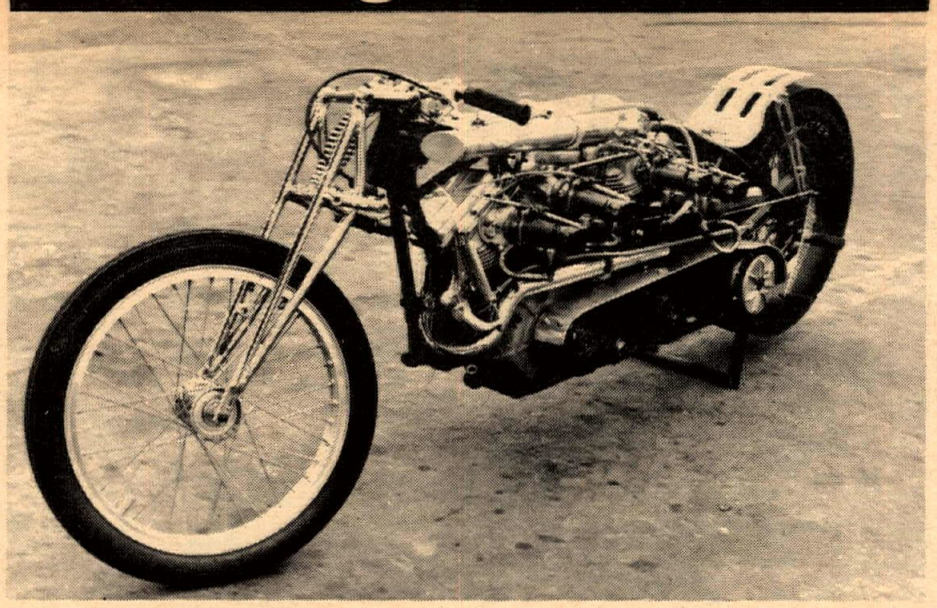
Once again the American entries had to take a back seat. The highest American finish was a seventh by John DeSoto on Montesa.

In the open class for sportsman riders, Johnny Lee was first overall with two wins on a Bultaco. Second was Jim Lutz; third, Harman Steuber.

Several thousand turned out on a cold Sunday for the meet. One garish incident threatened to bring an unpleasant notoriety to the event which hopefully could become an annual affair. During Sunday practice a Metisse-framed Honda sailed into the air and landed in the crowd, taking out four spectators.

Perhaps with a little more space between participants and non-participants, the action would be somewhat less heart-stopping.

The Drag Race Scene



Bob George's 2-engine H-D 74 will be the subject of an upcoming technical feature in Cycle News. Best time so far is 11.71 seconds.

By Dan Zeman
Photos by Doyle Gray

WILMINGTON, Cal., Nov. 17 – The Lions strip was busy over the weekend, bikes running both Saturday night and Sunday afternoon.

Saturday brought Joe Smith, Larry Welch, Bruce Miller, M. Disharoon and a few others to Lions to get tuned in for the big day next Saturday.

Close to fifty bikes entered Sunday. 'B' Street had the most with nine machines running for the trophy. Taking that trophy was Alan Wetherell, riding a BSA. He had the best time of all street classes. Alan turned a 13.19 E.T., and 97.71 mph.

Draggin' lady Joy Houston competes in B Modified class while her husband brings home the gasser gold.

'A' Street was taken by Will Hodges. He had to beat three other bikes in his class. Will stopped the clocks at 13.36 seconds, at 96.77 mph on a Harley-Davidson.

Taking top Modified for the second week in a row was Grant Hannah, who turned in an E.T. of 12.11 and 110.29 mph on a Triumph. In A.A. Modified Ed McDonald took the class trophy, turning in a time of 12.43 and 106.88 on his Sportster.

There were two Snortin' Nortons snotin' down the strip today, Clarence Bailey's twin and Moulders and Reese's single engine. The single of Moulders and Reese did a bit more snortin', taking top gas with a 11.07 and 119.20 mph. Mike Cash took 'C' Class with his Suzuki, but Mike wasn't too happy with his run. His engine wasn't used to high rpms and showed it by blowing the right cylinder.

Five machines unloaded in Lions pit area today for Top Fuel with a Triumph ridden by Jeff Gough taking home the money. Gough's bike is a real strong runner. Round number one found Boris Murray mounted on Gordon Kately's Sportster, staged with the Sportster of Disharoon. Kately's bike turned on the finish lights first, but that wasn't good enough. When Murray left the starting line he turned on the red light on his side, giving Disharoon an automatic win.

Bob Braverman was all set to run Clark Johnson's 30-inch Triumph, ridden by Bill Johnson. Clark's bike developed problems and couldn't make the round so Bob staged with Jeff Gough. It looked close at the big end; Gough's win lights came on.

Round number two came quickly with Disharoon and Gough eager to run. Both bikes staged and were off. Jeff stopped the clocks with 10.50 seconds E.T. and 144.80 mph. Disharoon wasn't far behind, with a 10.89 E.T. and 134.00 mph.

Lions will have a new schedule for the month of December – motorcycle racing on Saturdays the 7th and 14th, then closed for the rest of the year. No Sunday racing.

(Results on page 16)

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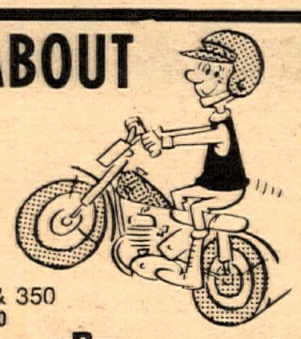
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'55 FORD Pick Up new, brakes, clutch, V8, 4 speed, camper shell, $400.00 or trade for 250cc dirt bike, or ? (213) 794-3532.

'68 HONDA 350 scrambler, 321 mi. $700.00. (213) 280-1309.

BSA VICTOR 1967, 441cc, 800 miles, never crashed, absolutely spotless. Extras including chrome and trials universals. Ridden for pleasure, not competition. Must sell $600.00. (213) 923-3000, 861-1443.

TRADE: Fair condition Hodaka seat for stock Hodaka seat. (213) 423-3688.

1960 FORD Pick Up, 57 Ford Ranchero, 66 Greeves & mini-bike (213) 423-3688.

TRADE: 12' Ski Boat & Trailer for Hodaka in good condition. (213) 326-8856.

HODAKA complete for desert; suspension, engine, tires excellent cond. (213) 256-8696.

HONDA 250 head, valves, cam, cylinders, pistons $25.00. (213) 428-4163.

YAMAHA 250 new J&R hi-comp heads $24.00. 4 new sets of STD rings $5.00 for all. Big air cleaner $7.50. 14T and 16T drive sprockets $2.50 & $1.50. (213) 428-4163.

TRADE – 1967 Matchless 500cc single, immaculate condition for ??? (213) 359-7401.

FIBERGLASS rear fenders for DT1 Yamaha Enduro $17.80, also full line of parts for Yamaha GYT kit in stock. Torco Oil $18.00 a case. (714) 626-8482, K & N M/C, 5462 Holt Ave., Montclair, Calif.

ATTENTION–HOPETOWN PICTURES
Look in this want ad section of the paper next week for a complete list of riding numbers from Hopetown. Photos will be 8x10 glossy.

1959 CHEVROLET Pick-up–rebuilt engine, 8 ft. bed, camper shell with crawl through, split rims, will sell together or individually. (714) 675-0222 eves.

1968 HODAKA 5 speed, desert ready, Ducati forks, girling shocks, 26' mm carb. K70 tires, "Crowell" expansion chamber, tune job, big head, $495.00. Phone (213) 248-3839.

FOR SALE: 1965 Bultaco Sherpa "S", fresh engine, top to bottom $375.00. 1966 Triumph 500 "C" glass tank or steel or both $700.00. Call 245-9048 Victorville after 6 p.m. Ask for Cecil.

J.A.P. Speedway machine at this price. Won't last long $350.00. (213) 378-6995.

28mm AMAL concentric, manifold for Hodaka and seven main jets. All in excellent shape. Beautiful for TT's $45.00. (213) 679-8688 evenings.

FOR SALE: 1956 Ford pickup good motor, stick, good body $200.00. Dan Richards, 7439 Craner Ave., Sun Valley, Cal. 91352.

1967 250cc GREEVES Challenger, Ceriani forks; Barnett clutch; skid plate. (213) 399-4891 evenings & weekends.

LOST: Siamese Blue-Point-West 170th, Lancaster. Call (805) 649-2173 reward.

WANTED: Stock Hodaka seat in good condition. (213) 333-5614.

YAMAHA 80 Gyt Kit, all stock equipt. 100cc barrel and piston, spare engine, many extras, A.J.S. double damping front shocks, completely overhauled, plus extras. (213) 421-1122.

DEALERS ATTENTION:
Property in Bell Gardens, Calif., on Eastern Ave., could be used for motocycle sales-repair. Rent, lease or buy reasonable. Ph: (805) 967-8083.

'68 YAMAHA 125cc, 700 mi. on street $425.00. Must sell (213) 834-1883.

'65 YAMAHA 250cc, big bear scr. Clean, well cared for, street touring $375.00. (213) 834-1883.

SOCK IT TO ME
Race for space (9-5 daily) call Tom (213) 423-0431.

65 YAMAHA 80 hillbike, extras, best offer. (714) 686-1718.

BSA B-33 500cc. Sale or trade, make offer (714) 875-9532.

68-1/2 KAWASAKI scrambler 21" & 19" wheels, extra handle bars, gearing, shocks. Exl. for desert or moto-x. Fast and super dependable. Make offer–hurry! (213) 728-5471.

1966 TRIUMPH TR-6 desert bike, rebuilt engine, never raced, custom air cleaner, skid plate, fork brace, extra gas tank, new tires $700. Call (714) 375-1411 Ext. 8325.

The 5-speed TRIUMPH conversion kit is here! $175– FREE DETAILS MOTORCYCLE DEVELOPMENT, P.O. Box 12047, University Station, Cainesville, Fla. 32601.

'66 MONTESA LaCross 250. Ex. condition, fresh engine $465. (213) 347-4006.

TRADE – Custom 30.06 and 22-250 rifles. Model 12 3" Winchester shotgun, 22 high standard hand gun, with loading equipment. $600.00 value want 250cc dirt bike. (714) 897-4492.

'68 BULTACO Matador 5-speed, new condition $650.00. Also have 66' 175 Ossa, set up for dirt, good condition $300.00. (213) 324-6905 Gardena.

GREEVES Challenger MX5-B springer, like new, extras $695.00. (213) 371-0653.

HODAKA–Van Tech 5 speed, Cerianis forks, Telesco's 18" Akronts, hi-comp. head, tuck in expansion chamber, never raced. (213) 347-9361.

360 CZ MOTO-x
1967-68 360cc CZ Moto-x. Excellent condition. Call (714) 528-8364 nites.

FOR 120 SUZUKI, 133cc kit, cyl. piston, exp. chbr., near new $50.00. Pri. pty. (213) 834-1883.

WANTED: 500cc Tri. engine 66-67-68. (213) 789-7331.

MAICO X3 SUPER CLEAN
Nickle plated frame, new paint, tires, Ceriani shocks, desert or TT $500 firm. (213) 789-7331.

LEATHERS – Police jacket, 38 $25.00. Pants, womens, 26 $20.00. (213) 398-7341

67 MONTESA La Cross $450. or best offer. Will trade for desert 100cc. (213) 894-5137.

DEC. 12
See page 17

JAWA WINS CZ

Inter – Am. Moto-Cross
Westlake Village, Calif.
Nov. 16 & 17, 1968
250cc International
1st Joel Robert – C-Z
3rd Roger DeCoster – C-Z
5th Dave Bickers – C-Z

500cc International
2nd Joel Robert – C-Z
3rd Vlastimil Valek – C-Z
4th Dave Bickers – C-Z

Distributed by
AMERICAN JAWA LTD.
1325 So. La Brea Ave.
Los Angeles, Cal. 90019
38-15 Greenpoint Ave.
Long Island City, N.Y. 11101

ROAD RACING: 1968: YAMAHA 125cc and 250cc CROWNED WORLD CHAMPIONS ON EUROPEAN GRAND PRIX CIRCUITS. DAYTONA 100 (250cc). DAYTONA SPORTSMEN (250cc). SPANISH GRAN PRIX (250cc). NO. AMERICAN GRAND PRIX (350cc). NO. AMERICAN GRAND PRIX (250cc). NO. AMERICAN GRAND PRIX (125cc). ISLE OF MAN T. T. (250cc). ISLE OF MAN T. T. (125cc). LOUDON 75 (250cc). DUTCH GRAND PRIX (250cc). DUTCH GRAND PRIX (125cc). BELGIUM GRAND PRIX (250cc). E. GERMAN GRAND PRIX (250cc). E. GERMAN GRAND PRIX (125cc). FINNISH GRAND PRIX (250cc). FINNISH GRAND PRIX (125cc). INDIANAPOLIS 50 (350cc). ULSTER GRAND PRIX (250cc). ULSTER GRAND PRIX (125cc). INDIANAPOLIS 350SR. (350cc). INDIANAPOLIS 250SR. (250cc). INDIANAPOLIS 250JR. (250cc) (AAMRR). **ENDURANCE RACING:** DIST. 37 CROSS-COUNTRY CHAMPIONSHIP DT-1 (205cc) 1ST OVER ALL, CALIFORNIA. LITTLE STONE MT. (250cc) GEORGIA. 90 MILE NATIONAL (250cc) NEW YORK. 175 MILE NATIONAL (250cc) INDIANA. GREENHORN ENDURO (250cc) CALIFORNIA. GREENHORN ENDURO (100cc) CALIFORNIA. LITTLE BURR ENDURO (250cc) OHIO. 24 HOUR ENDURO (250cc) 1ST OVERALL DT-1, COLORADO. 24 HOUR ENDURO (100cc) COLORADO. **SCRAMBLES CHAMPIONSHIPS:** ARIZ. STATE CHAMP. (EXP.) (250cc) ARIZONA. ARIZ. STATE CHAMP. (NOV.) (250cc) ARIZONA. DIST. 37 CHAMP. (250cc) CALIFORNIA. TRI-STATE CHAMP. (CALIF.-ARIZ.-NEV.) (250cc) CALIFORNIA. 100cc GRAND PRIX (100cc) CALIFORNIA. INTERNATIONAL (USA-MEXICO) (250cc) TEXAS. INTERNATIONAL (USA-MEXICO) (50cc) TEXAS. **NATIONAL MARATHONS:** 24 HOUR NATIONAL (350cc) MO. **DIRT TRACK RACING:** SHORT TRACK NATIONAL HIGH POINT EXPERT (NEIL KEENE). HALF MILE NATIONAL HIGH POINT NOVICE (KEITH MASHBURN). CALIF. T. T. HIGH POINT NOVICE (KEITH MASHBURN). **TO BE CONTINUED IN 1969.**

we didn't win every race in 1968 just these:

Keith Mashburn

Phil Bowers

WINNER: State Championship
½ mile – Ascot Park
Nov. 8, 1968

YAMAHA
INTERNATIONAL CORPORATION • SINCE 1887
Motorcycles • Snowmobiles • Skis

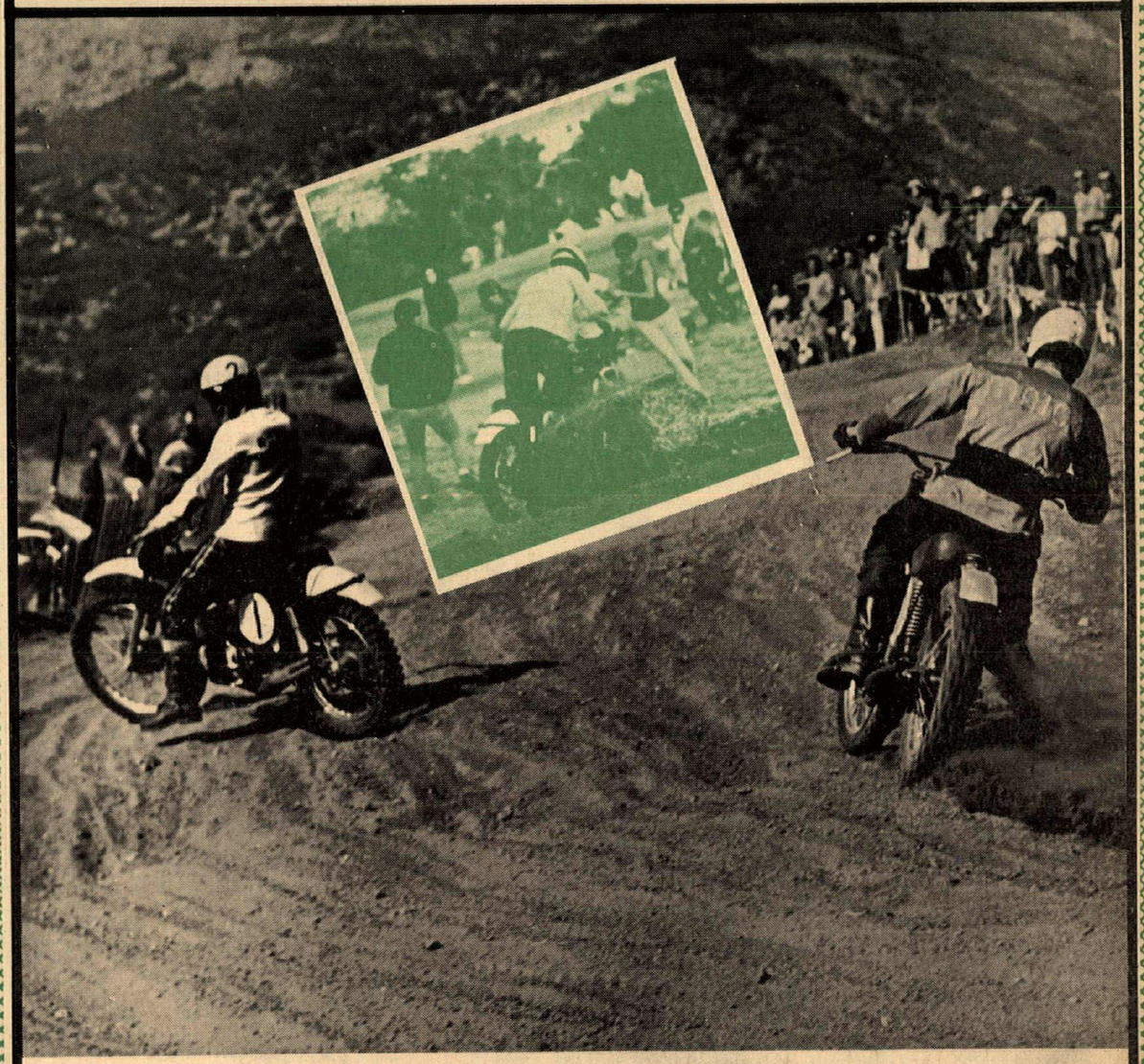
WINNER: 19th Annual Rams
Hare & Hound Nov. 17, 1968
250 Ex. – 2nd Overall

CYCLE NEWS

25 CENTS

December 12, 1968

The Only Weekly Newspaper in America That Gives a Damn About Motorcycles



Proof that even world champions make mistakes sometimes. In the large photo by Steve Cordell, Joel Robert overcooks it trying to take the lead from Adolf Weil (right) and goes off the course. In the inset (photo by Jim Alfred) Robert takes out a haybale, scattering spectators. Robert got back on course to finish near the front, while Weil went on to win.